ROLL NO. 17

CONSTRUCTION CONTRACTS

Begins with: Contract #
1535, 1548,

CONTRACT# 1535, 1548,

PR 78-B Winston Bridge Sec. 1933

1535, 1548

RECEIVED
JAN 27 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 78

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1936
OREGON
STATE HIGHWAY COMMISSION

June 8, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to revised project statement sketch map for Oregon Federal Aid Project No. 78, recently submitted for approval.

This revision consisted principally of an extension of the project northerly through Roseburg. We believe the southerly terminus is incorrectly shown in Canyonville and should be at the north end of Federal Aid project No. 61 on the east side of Canyon Creek. We have corrected our copies and suggest you correct your office copies.

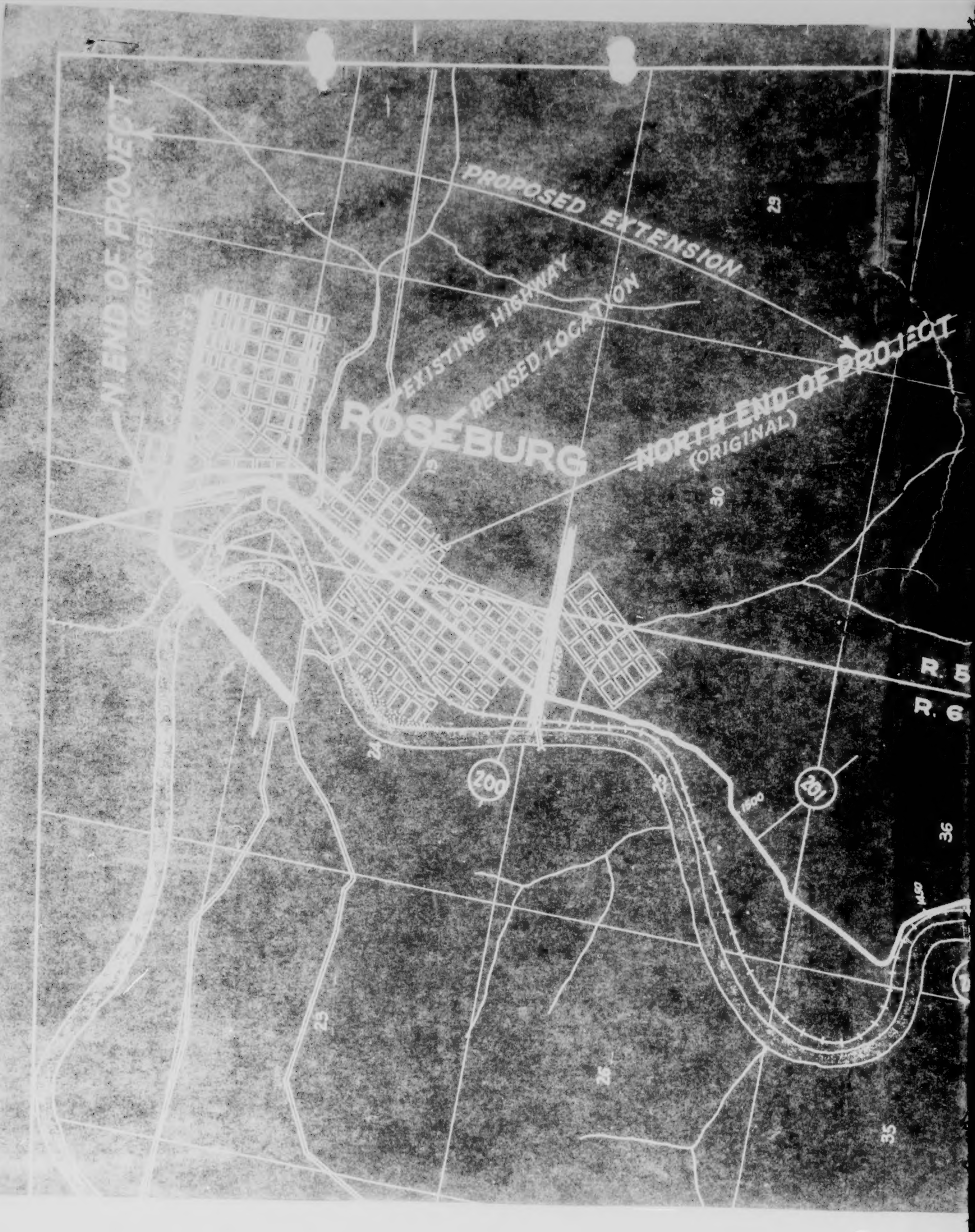
We have been advised that the revised sketch map is satisfactory, with the above correction, and has been approved.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

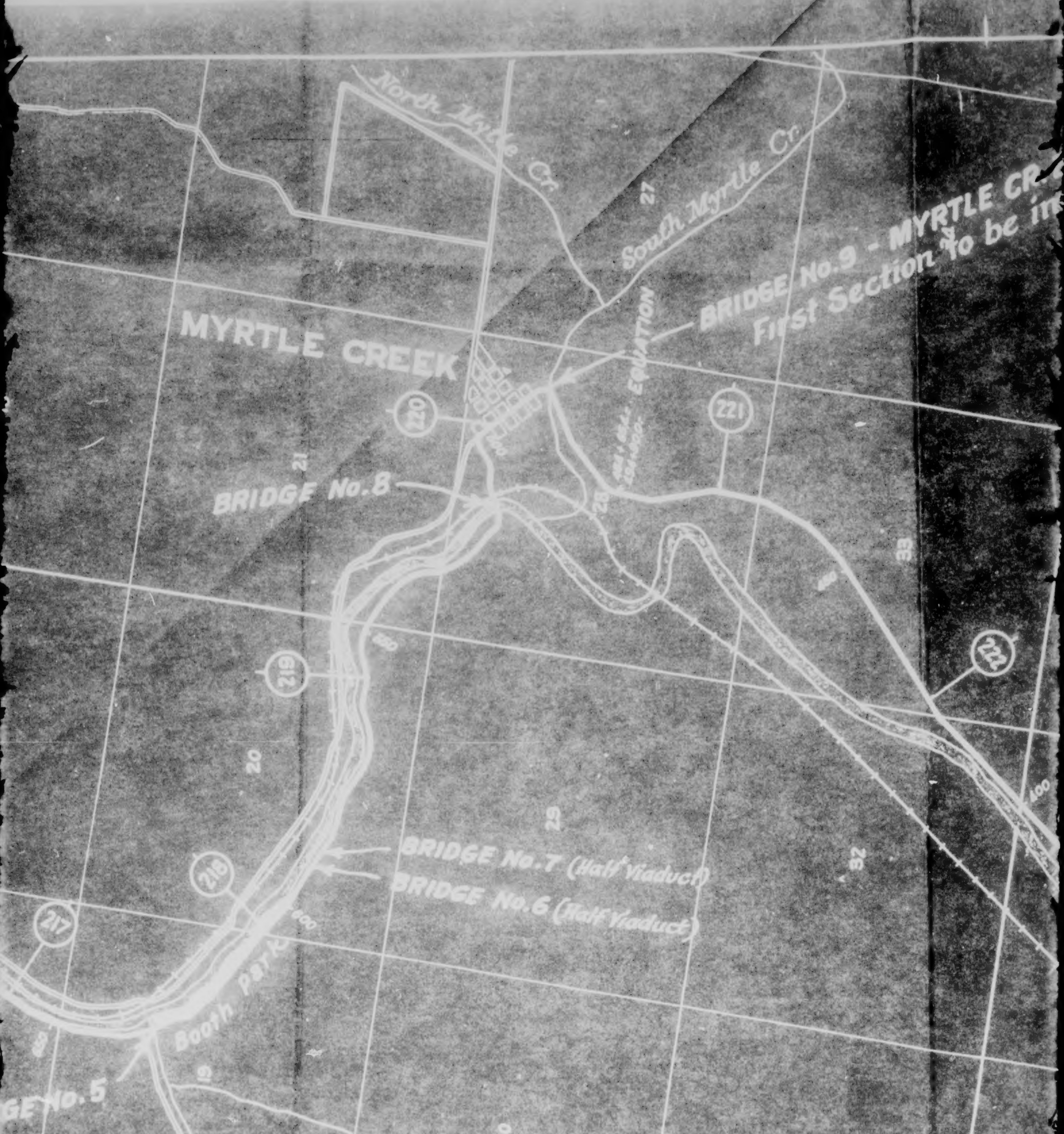
Jan


N. END OF PROJECT
(REVISED)
PROPOSED EXTENSION
EXISTING HIGHWAY
REVISED LOCATION
ROSEBURG
NORTH END OF PROJECT
(ORIGINAL)
29
30
19
24
25
26
35
36
R. 5
R. 6
200
201
1500
1450

32
5
31
R. 5 W.
R. 6 W.
36
EQUATION
12
13
REVISED LOCATION
PROPOSED GRADE SEPARATION
35

PARATION
16
17
20
21
25
30
29
28
36
31

35
Branch
4
9
16
32
5
8
17
Creek
31
216
RUCKELS
18
EQUATION
BRIDG
R. 5
R. 6


North Myrtle Cr.
South Myrtle Cr.
27
BRIDGE No.9 - MYRTLE CR.
First Section to be in
MYRTLE CREEK
EQUATION
220
221
21
BRIDGE No.8
28
33
222
219
20
29
32
BRIDGE No.7 (Half Viaduct)
BRIDGE No.6 (Half Viaduct)
218
217
Booth Park
GE No.5
19
30
31
5 W.
6 W.

MYRTLE CR. BRIDGE
tion to be improved
MISSOURI

Cow

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

78-11

March 30, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Your letter of March 28th, received concerning borrow pit near the Winston Bridge. This is the borrow pit located about one-fourth mile north of the Winston Bridge on the east side of the road and belongs to a Mr. Adams, who lives there.

We attempted to buy this tract for our contractor but contractor Arenz made a private side deal with the owner and the State did not acquire title to the area. Borrow was made by the contractor down to the surface of the rock, which is somewhat higher than the grade of our highway.

Under the terms of our contract I think we could not compell our contractor to borrow solid rock, without additional compensation. I think the onwer hoped that by selling right to borrow only to the contractor and not to the State, that he would secure a service station site.

If we owned this pit the appearance would be improved somewhat by rounding the tops of the banks. I would be pleased to show you this location on your next trip down this way. In my opinion the aspect is not so hideous as to require immediate action.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AF

FORM S-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

18-10

March 28th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

A letter has been received from Mr. George K. Quine, County Judge, Douglas County, in which he states that the right of way at the north end of the Winston Bridge was left in a very hideous condition. He states: "As an illustration, we would like to call your attention to a borrow pit near the north end of the Winston Bridge, where the portion of the material that could be easily handled was removed and the bottom of the pit left uneven and varying from 3 to 10 feet higher than the adjacent road."

He also mentioned the right of way being strewn with boulders and other construction debris and infers that it occurred on this job.

I did not remember that the borrow pit at the north end of the Winston Bridge was particularly unsightly on account of the bottom of the pit being higher than the adjacent road, and I would, therefore, appreciate advice concerning the same and your recommendation as to the proper manner of rectifying the hideous aspect of the pit.

Very truly yours,

NK

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

#1535

April 10, 1935

Hartford Accident & Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1535 for the construction of a bridge over the South Umpqua River near Roseburg on the Pacific Highway in Douglas County has been completed by the contractors, Joplin & Eldon, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 20, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such claims and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $108,059.76 including the final payment. Of this amount $159.40 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

October 30, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

Joplin and Eldon completed all work on the Winston Bridge and Overflow Trestle, Contract No. 1535, NRH 78A, on October 19, 1934.

Will you please secure authority for us to pay the final estimate on this job?

Very truly yours

C. B. McCullough
Bridge Engineer

By WAReeves
W. A. Reeves
Office Engineer

RR LD

Approved by Commission November 1, 1934
HBG

#15

18-B

October 22, 1934

Denn Gerretsen Co., Inc.
251 No. Main Street
Roseburg, Oregon

Attention: Mr. Will H. Gerretsen, Jr.

Gentlemen:

Reply is made to your letter of October 20 with further reference to your claim against the Winston Bridge contract. It now appears that your claim is against the Interstate Construction Company whose address is 677 North Tillamook Street, Portland.

The original contract for the construction of this bridge was awarded by the State Highway Commission to Joplin & Eldon, contractors, whose address is P. O. Box 5686, Kenton Station, Portland. Joplin & Eldon furnished the State with a surety bond for the protection of all claims incurred against the project, whether said claims were incurred by themselves or by subcontractors or their agents. We offer this bond to you for the protection of your claim. This bond was written by the Hartford Accident & Indemnity Company for whom Jewett, Barton, Leavy & Kern are agents with offices in the Lewis Building, Portland. Would suggest that you file notice of your claim with the bonding company and also with Joplin & Eldon.

If you secure no satisfaction by so doing then you still have recourse to action in the courts and should file affidavit of your claim with the Secretary of State in conformance with Chapter 280, Oregon Laws 1931, a mimeographed copy of which is enclosed.

Joplin and Eldon have not yet completed their contract. We anticipate they will finish some time during this month.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc Reeves

October 22, 1934

H. B. G.

I wrote and told these people where to locate the States Constr. Co. who did certain work on the contract for Joplin & Eldon. The States Construction were not exactly subs, however, they did perform certain work. Their other letter was not in the form of a bill as no amount was mentioned.

I think they if they can get no satisfaction from the above firm they should file their claim against Joplin & Eldon on Contract No. 1535 - construction of a bridge over the South Umpqua River on the Pacific Highway in Douglas County near Roseburg. Bond was written by Hartford Accident & Indemnity Company, Jewett, Barton, Leavy & Kern, Agents, Lewis Bldg., Portland, Oregon. The completion date of this contract is Oct, 31, 1934.

The Bridge Dept. would like a copy of your letter.

J. McF.

PHONE 128

OFFICE 231 N. MAIN ST.
ROSEBURG, OREGON

WOOD
and
COAL

DENN-GERRETSEN CO., Inc.

D G

FUEL AND BUILDING
MATERIAL

CEMENT
LIME
PLASTER
BUILDING
SPECIALTIES

Oct. 20, 19[illegible]4.

Oregon State Highway Department,
Salem, Oregon.

Dear Sirs;

Would you kindly inform us as to the correct name of the company that had a sub-contract on the Winston Bridge. We understood from the foreman who bought merchandise of us that it was States Construction Co. We wrote you and asked you for the address of the States Construction Co. and you gave us the Address of 508 Tillamook St. Portland, Oregon. We now understand that this is for the Interstates Construction Co. Our bill is for $18.00 and is dated June 28th. and July 16th. We would very much appreciate information as to the statis of this account which to date we have been unable to collect.

An early reply would be appreciated.

Very truly yours,
DENN-GERRETSEN CO.,
By Will H. Gerretsen Jr.
Will H. Gerretsen, Jr.

WHG:A

C. B. McCullough
Assistant State Highway Engineer

cc Mr. R. H. Baldock ✓
Mr. A. G. Skelton

NOTED
State Highway Engineer

FORM 8-2-1 14753 1500 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 12, 1934.

Joplin & Elden
Box 5686, Kenton Station
Portland, Oregon.

Gentlemen:

In response to your communication of September 11, in reference to the removal of the old bridge on your Winston Bridge Contract No. 1555, permit us to advise that your understanding of the matter is correct; that is to say, our letter of March 13, 1934, deleting this item from your contract is hereby withdrawn and you are advised to proceed with the work of removing the old bridge as originally provided in your contract.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

cc Mr. R. H. Baldock ✓
Mr. A. G. Skelton

#1548

78B

August 16, 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1548 for the construction of the Winston Bridge Section of the Pacific Highway in Douglas County has been completed by the contractor, Theo. Arens, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 25, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $51,751.95 including the final payment. Of this amount $241.70 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 11, 1934

Section [illegible]

Kind of work Grading & Paving

Highway Pacific

Section prefix 10 PC

Contractor Theo. Brenz

Contract number 1548 7 PC

Date of contract Dec. 7, 1933

Date of completion July 21, 1934

Date work started Jan. 16, 1934

Estimated date of completion ......, 193...

Amount of contract $51,601.00

Per cent of time elapsed ......%

Estimated cost of completed project, exclusive of engineering $51,598.16

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $2650.00, 5.1%

Date project was completed July 21, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mon. We built a headwall to a culvert at 1200 and set a P.I. at 1205-92.1 in a mound of concrete and placed a lead plug in same. Also located curve points on this curve.

Tues. We set some iron pins for Right of Way on this job.

Wed. Put in right of way posts on this job.

Thurs. Put in right of way posts on this job.

Fri. Ran a set of levels from U.S.G.S. B.M. at Coos junction to job. Will run check levels on this next week.

Sat. Worked part of day on Stephens Street preliminary estimate in ~~for fo~~r City of Roseburg.

RECEIVED
AUG 13 1934
CONSTR

Signed

Address Roseburg.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM S A-1 13743 13M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

11B

July 16, 1934.

IN REPLY PLEASE REFER TO FILE NO.

FILED
JUL 17 1934
[illegible]
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATT'N: [illegible] SMITH

Dear Sir:

Attached hereto you will find Order For Extra Work on the Winston Bridge grading and paving section for assisting heavy trucks over steep grade on detour road in the amount of about $150.00. Mr. Arenz has made claim for this. We know that he used his Cat and trucks pulling out equipment, which got stuck on the steep grades. He told me this was his only claim on this job.

In my opinion this work is not fully covered by our provision for maintenance of detour by contractor.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AMF

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO

POST OFFICE BUILDING
PORTLAND, OREG.

FILE No. Oregon USPW Proj. No. NRH 78-B

July 5, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Asst. Highway Engineer

Encls.

Jwn

Hyp. 20424

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRH-78, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933;

Whereas the Highway Department of said State submitted on the ________ day of March, 1930, a revised project statement, which was approved by the Secretary on the 10th day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 31st day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred sixty-four thousand, eight hundred forty and 50/100 dollars ($164,840.50) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.** (include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources ....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 1197+00 in the NE¼ of Section 21, T 28 S, R 6 W, and survey station 1253+50 in the NE¼ of Section 15, T 28 S, R 6 W, W.M.,**

.................., length **1.070** miles, in **Douglas** County, being Section **B** of **Oregon U.S. Public Works** project No. **NRH-78**, consisting of **0.947 of a** miles/of roadway and **2** bridges, each of more than 20 feet clear span, **0.123** of a mile in length. **, known locally as the Winston Bridge Section of the Pacific Highway between official control points Dillard and Eugene.**

5518

ROADS
MAR 7 1934

MAR 24 1934
PORT

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The total amount of Federal funds allotted to this project is $164,840.50 . This sum is divided as follows: $80,708.44 to be charged against the allotments made under Section 204 of the National Industrial Recovery Act and $84,132.06 against the regular Federal aid appropriation.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of one hundred sixty-four thousand, eight hundred forty and 50/100 dollars ($ 164,840.50), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26 day of June, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By Carl Washburne
Member, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture.~~

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as U.S.Public Works ~~P~~project No. NRH-78-B. State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ 164,840.50 as the total estimated cost of said project, and the sum of $164, 840.50 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 26 day of June one thousand nine hundred and thirty-four

Secretary of Agricultre
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By

Chief, Bureau of Public Roads

FORM 9-A-1 12740 1M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 31, 1934.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

I am advised by J. M. Devers in letter of May 29th, that the borrow pit on the Winston Section, which was to be acquired by the State from L. J. Adams and wife, is not to be acquired by the State as the contractor made all arrangements for borrowing this material with Mr. Adams. My last letter from you indicated that the State would acquire this property.

Assuming the State acquires no title--

1. How far can I go towards having contractor Arenz slope the borrow pit?

2. We expected to obtain binder for the shoulders from the north end of this borrow pit.

Arenz and the owner may not object to this but expect they will want some royalty if it becomes necessary to take filler from their property.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
cc. J. M. Devers
EAC:AWF

FORM S-A-1 18743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

10-5

May 26, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. M. DEVERS

Dear Sir:

Will you please advise regarding the status of the borrow pit on the Winston Section, Pacific Highway, ~~[illegible]~~ to be acquired from L. J. & Mary Adams.

The contractor has made the borrow on this property but we do not have a record in our files indicating that the State acquired the borrow pit.

Very truly yours,

E. A. Collier
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R. H. Baldock ✓
CDC:ATF

FORM S-A-1 13743 10M 2-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

~~10~~
PR-8B

OREGON STATE HIGHWAY COMMISSION
SALEM

May 15, 1934.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: J. M. DEVERS

Dear Sir:

Attached hereto you will find Transfer Certificate of Title #8858 covering property secured for right of way purposes on the Winston Bridge Section, Pacific Highway, from Clay & Edna Smith.

The Warranty Deed and Partial Release of Mortgage covering this property was sent from your office on Feb. 14th. These were duly executed and handed to the County Clerk, who has retained same in his files and issued the certificate above referred to.

Very truly yours,

E. A. Collier
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC:AWF

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

78 A
OR-~~10~~

May 16, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Mr. Paxson advises that funds are not available to provide for additional cement in the overflow bridge on the Winston Project. He states that the cost of this construction has considerably over run the estimate and he does not care to incur any increased expense. He will however keep close track of the cylinders and open it as soon as possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

FORM 3-A-1 15743 15M 2-24

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

[illegible] H. E. [illegible]

Dear Sir:

The early opening of the overflow bridge on the Winston project will be of material advantage to the Pacific Highway traffic.

It is expected that contractor [illegible] will have the paving completed south of this structure in about ten days. I suggest the advisability of securing sufficient strength in the deck of this bridge to permit opening within ten days, after placing.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock✓
cc. C. B. McCullough
[illegible]

FORM 9-A-1 13743 15M 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

77-F

OREGON STATE HIGHWAY COMMISSION
SALEM

May 7, [illegible].

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

[illegible]

Dear Sir:

George Arenz was in this morning and stated that he planned to make a claim against the State for cost of operating his Cat to help traffic over the detour at Winston. When he [illegible] placing the coarse bar-run gravel on this detour and for a week or so thereafter traffic had difficulty in getting through and it was necessary to pull some of the trucks through.

He gave me the following time:

[illegible]	[illegible], - - - - - -	7 hrs.
"	[illegible], - - - - - -	8 "
"	[illegible]d, - - - - - -	2 "
"	[illegible], - - - - - -	1 "
"	[illegible], - - - - - -	2 "
"	28th, - - - - - -	2 "
"	31st, - - - - - -	6 "
April	1st, - - - - - -	4 "
"	23rd, - - - - - -	2 "
"	27th, - - - - - -	2 "
May	2nd, - - - - - -	6 "

Total - - - - 41 hours for 30 Cat and one man at $2.65 per hr. - - - -Total $108.65.

I told him it was my opinion this claim should not be allowed. He basis his claim on the fact that there are two fairly steep grades on the detour and that heavy laden trucks have had difficulty climbing these two grades through bar-run gravel after a rain. A decision is not necessary at this time but I thought it well to present his claim.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

FORM 5-A-1 18748 15M 5-34

Commissioners
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL S. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

71-B

May 1, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: [illegible]. G. SMITH

Dear Sir:

Your letter of April 30th, received concerning the adviseability of getting a written agreement with property owner Brosi on the Winston bridge section to run drainage from station 1199+55 and 1200+85 into his pasture. The water previously ran into his pasture but on account of lowering our grade it was necessary to dig short ditches out into the edg of his pasture.

Webber asked him to sign a written agreement permitting us to do this but he refused. We then started to dig a ditch north along the edge of the right of way to handle this water and Mr. Brosi said this would not suit him near so well as putting it out into the pasture and he asked us to dig the ditches out into the pasture and said that his oral permission was good and still refused to sign written agreement. From my knowledge of the location I believe there will be no trouble arise. There is nothing unusual about lowering the ditches when a grade is lowered.

Quite a few of the property owners in this vicinity, who own land in the bottoms as does Mr. Brosi, think that our new fill may cause damage to their property and I think Mr. Brosi fears signing written agreement here would prevent him from cashing in claims for damages to his bottom land.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
E C:AWF

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 30, 1934

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

On Ray Webber's Weekly Report of April 28th, I notice the following:

> "I obtained a verbal agreement from property owner to run drainage from Station 1199+55 and 1200+35, into his pasture."

If this drainage be at all unusual, I would recommend that we have a written agreement with the property owner instead of merely verbal.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/E

CC to
R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 7, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to initial voucher for Oregon U. S. Public Works Project No. NRH 78-B. covering the period from December 18, 1933, to February 15, 1934, in the amount of $10,772.50. The voucher covers payments from both Federal Aid and National Recovery Highway Funds, and you have distributed the claim between these on the basis of 30% and 70%, respectively. You should have distributed the claim as follows: For roadway, Federal Aid, 30.85%, and NRH Funds, 69.15%; for bridges, Federal Aid, 61.64%, and NRH Funds, 38.36%. This is on the basis of the setup in the project agreement, and it is requested that you follow it in preparing future vouchers.

Attention is also called to the omissions of the symbol NRH before the number, and of the date on which plans, specifications and estimates were recommended to the District Engineer, which in this case was October 31, 1933.

As this is the initial voucher and covers only a small portion of the work, we are recommending payment in the amounts submitted.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-A-1 18959 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

11B

March 12, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTENTION : W. M. FINKBINER

Dear Sir:

All the steel to be used on the Winston paving job is to be secured from the Soule Steel Company of Portland.

Will you arrange to get samples of the reinforcing steel and the dowel bars at their plant, or shall I send samples from here after the material arrives.

Very truly yours,

Ray Webber

Ray Webber
Resident Engineer

cc. R.H. Baldock
cc. E. A. Collier
RW:AW

FORM 5 A-1 13959 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

78-C

OREGON STATE HIGHWAY COMMISSION
SALEM

Feb. 21, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: C. B. McCULLOUGH

WINSTON BRIDGE

Mr. Clay Smith, who lives in the big stucco house just south of the present Winston bridge was in the office today and was considerably worried about the danger of back-water after we construct our new fill south of the new Winston bridge. He thinks our overflow opening, which is planned for 85 feet is not long enough.

I have written about this before and it is my opinion that the structure is properly designed. If we get a flood as high as the 1927 flood I think our bridge and fill may raise the level of the water above to the extent of one foot.

Mr. Smith stated that the 1927 water was a foot deep on his dryer floor but did not get into the basement of his house. I told Mr. Smith I would write to you and suggest that if possible Mr. Glenn Paxson or yourself stop and see him sometime in the near future.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

FORM S A-1 11924 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

78-15

Feb. 8, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Attached hereto you will find a letter from Theodore Arens, contractor on the Winston bridge section, Pacific Highway, granting authority for exercising the option for the borrow pit at the north end of the job. It will now be in order to send deed down for execution on the part of L. J. and Mary Adams, the owners.

Mr. Arens suggests that the purchase price of $140.00 be deducted from his estimate.

Very truly yours,

E. A. Collier
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R.H. Baldock
cc. J.M. Devers
CDC:AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._______

POST OFFICE BUILDING
PORTLAND, OREGON

January 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The project agreement estimate for Oregon NRH 78-B requests that $84,132.06 of Federal Aid Funds be allotted to this project. This exceeds the unobligated balance of such funds by a considerable amount.

If the excess funds to be released upon the payment of final vouchers recently submitted are taken into account, the total funds which will be available for allotment to this project are still less than the required amount. We therefore request that final vouchers which will release about $1,000 of Federal Aid Funds when paid be forwarded as soon as possible.

We are reluctant to recommend papers obligating funds in excess of the unobligated balance. Your requests for Federal Aid funds should be based upon the unobligated balance available. This balance should be increased only when payment for the final voucher has been received, or an agreement estimate reducing the amount allotted to some other project is submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

REFERRED TO
[illegible]
By State Highway Engineer

See me about this.

January 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

It appears that a time extension was granted to A.G.Enright, contractor, on Oregon E-177-A. If this is the case, will you please forward copies of the minutes of the Highway Commission regarding this matter, as the excess Federal Aid Funds allotted to this project must be released to provide an unobligated balance of F.A.Funds large enough to cover the amount of these funds requested for NRH 78-B.

The final voucher will be held in this office pending receipt of this information.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

January 15, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Winston Bridge, Project NRM-78-B.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-73-B

WINSTON BRIDGE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 8, 1934

ROADWORK

Grading and Concrete Pavement

All Required		Clearing and Grubbing		$ 2,000.00
150	cu. yds.	Culvert Excavation	$ 1.00	150.00
43,000	" "	Embankment in Place	0.50	21,500.00
300	lin. ft.	8" Porous Drain Tile	0.40	120.00
200	" "	18" Concrete Pipe	2.50	500.00
200	" "	18" Corr. Iron Pipe	2.50	500.00
210	" "	Moving 12" and 18" Culvert Pipe	1.00	210.00
32	" "	Moving 36" Culvert Pipe	2.00	64.00
3,100	sq. yds.	Removal of Old Pavement	0.30	930.00
500	cu. yds.	Sand Cushion	1.50	750.00
11,200	sq. yds.	Portland Cement Concrete Pavement	2.00	22,400.00
900	lin. ft.	Expansion Joints	0.25	225.00
6,000	" "	Contraction Joints	0.04	240.00
600	only	Dowels	0.30	180.00
6,200	lbs.	Tie Bars and Reinforcement	0.06	372.00
600	cu. yds.	Crushed Gravel Shoulders	2.00	1,200.00
400	" "	Filler	0.40	160.00
400	yd. mi.	Hauling Filler	0.25	100.00
			Sub-total	$ 51,601.00
			10% Engr. & Cont.	5,160.10
			Total	$ 56,761.10

BRIDGES

Winston Bridge

750	cu. yds.	Excavation	$ 4.50	$ 3,375.00
50	" "	" below plans	6.00	300.00
680	" "	Class "A" Concrete	22.00	14,960.00
520	" "	" "B" "	17.00	8,840.00

158,000	lbs.	Metal Reinforcement	$ 0.0525	$ 8,295.00
750,000	"	Structural Steel	0.067	50,250.00
1,100	lin. ft.	Concrete Handrail	4.00	4,400.00
All Required		Removal of Old Bridge		2,750.00
				$ 93,170.00

Winston Bridge Overflow

900	lin. ft.	Treated Piling	$ 1.00	$ 900.00
70	cu. yds.	Class "D" Concrete	17.00	1,190.00
17	M-FBM	Treated Lumber and Timber	95.00	1,615.00
16,000	lbs.	Metal Reinforcement	0.0525	840.00
196	lin. ft.	Composite Handrail	2.75	539.00
				$ 5,084.00

Sub-total	$ 98,254.00
10% Engr. & Cont.	9,825.40
Total	$ 108,079.40

Length of Roadwork	0.947 mile
" " 2 Bridges	0.123 "
Total Length	1.070 miles
Cost per mile	$ 59,937.80

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid Funds		National Recovery Highway Funds
Roadwork	$ 56,761.10	$ 17,511.92	(30.854%)	$ 39,249.18
Bridges	108,079.40	66,620.14	(61.64%)	41,459.26
	$ 164,840.50	$ 84,132.06		$ 80,708.44

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

78-12

January 2, 1934

Mr. Theodore Arens
516 Guaranty Building
Portland, Oregon

Dear Sir:

We are today forwarding by express an executed copy of Contract No. 1548 awarded to you by the State Highway Commission for the 0.95 mile of grading and paving on the Winston Bridge Section of the Pacific Highway in Douglas County. This is for your records and files.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

JM
jn

78-8

December 27, 1933

Joplin & Eldon
P. O. Box 5686
Kenton Station
Portland, Oregon

Gentlemen:

We are sending you by express an executed copy of the contract that was awarded to you for the construction of spans over the South Umpqua River on the Pacific Highway in Douglas County.

We wrote you on December 4 that we were mailing you this copy, but it was misdirected and has been just returned to us.

Very truly yours

Secretary

HBG:AJ

78-B

December 13, 1933

Mr. Theodore Arens
316 Guaranty Building
Portland, Oregon

Dear Sir:

For use in connection with the Winston Bridge Grading and Paving Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 335 Jackson Street, Roseburg, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MB

Encl.

cc Mr. E. A. Collier
cc Resident Engineer

78-B

December 8, 1933

Mr. Thos. Arens
Guaranty Building
Portland, Oregon

Dear Sir:

This is to notify you that the State Highway Commission has awarded to you the contract for the construction of the Winston Bridge Section of the Pacific Highway in Douglas County at your bid price of $51,601.00.

Contract forms will be sent you shortly for your execution; in the meantime you may consider this letter your authority to proceed at once with your construction operations.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRH 78-B, the Winston Bridge section of the Pacific Highway, grading and paving, to Theo Arenz, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

78-93

November 17, 1933.

Joplin & Eldon
P. O. Box 5686, Kenton Station
Portland, Oregon

Gentlemen:

The State Highway Commission on November 15, 1933, awarded you the contract for construction of the Winston Bridge over the South Umpqua River on the Pacific Highway at your bid price of $98,254.00. Contract forms will be sent to you shortly for execution.

In the meantime, you may consider this your authority to immediately commence your construction operations on this job.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary

cc - C. B. McCullough

~~FORM [illegible]~~ 9700 10M 6-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

78B

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Ore.
Nov. 16, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

In compliance with your request this morning I am attaching hereto Unit Costs for Embankment and for concrete pavement on the Winston grading and paving project. Mr. Wallace has a sand and gravel plant at the Shady crossing, three and a half miles north of the north end of the Winston job. I do not have prices from him but know that he hoped to sell the gravel on this job and believe that he will make a price not to exceed $1.00 for sand and gravel at his bunkers. There are other gravel bars closer to the job on which I believe it is possible for the contractor to set up a plant and manufacture concrete sand and gravel for possibly a little less than if the material was purchased. There would be however the risk of high water in Winter.

My estimate for concrete pavement is $2.00 per square yard and even though the job is short I believe we should be able to get a price much under $2.35, which I understood you to say was the bid price.

When I sent in my estimate it was based on excavation at 30¢ plus haul and the State to furnish the borrow pits. There should also be at least 10% increase to allow for shrink from excavation to embankment. Adding these items to the 30¢ makes embankment 42¢ a cubic yard. I understand the contractor bid 57¢.

I recommend that the Winston job be readvertised because the low bid is too high.

Very truly yours,

E A Collier

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

RECEIVED
NOV [illegible] 1933

Winston Grading and Paving.

-Unit Cost Concrete Pavement-

Gravel and Sand from Shady Crossing Plant
Set up batcher & cement house at bunkers.

Concrete per cubic yard.

Gravel .8 cubic yards @	$1.00	- $.80
Sand .45 " " @	1.00	.45
Cement 1.54 Bbl @	3.00	4.62
Set up & operate batcher		.25
Haul 4 miles @	.15	.60
Mixing, placing, finishing		1.50
Forms & curing		.20
		$8.42 per cu. yd.

Concrete @ $8.42 ÷ 4.93 sq. yd. -	1.71 per sq. yd.
Profit @ 15%	.26
	1.97 per sq. yd.
Bid	$2.00 per sq. yd. Concrete Pavement.

EMBANKMENT

Excavation	@ .30
Borrow Royalty	@ .01
Haul	@ .07
Shrink	@ .04
	$ .42 per cu. yd. embankment

There is some fairly firm rock in cuts at station 1205 and 1250.

Beaver Portland Cement Company quote prices for cement as follows:

F.O.B. cars at nearest Railroad delivery point for Rice Hill and Winchester jobs:

$3.27 per bbl. gross F.O.B. siding.

less .40¢ sack return

less 2% cash discount.

To this must be added cost of handling, returning sacks, etc for net cost on job.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

J. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

October 27, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Winston Bridge Section, Project No. NRH-78-[illegible]

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Highway B
Project No. [illegible]

WINSTON BRIDGE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans. Not as basis for project agreement.

Salem, Oregon, October 27, 1933

ROADWORK

Grading and Concrete Pavement:

All Required		Clearing and Grubbing		$ 1,000.00
150	cu. yds.	Culvert Excavation	$ 1.00	150.00
43,000	" "	Embankment in Place	0.40	17,200.00
300	lin. ft.	8" Porous Drain Tile	0.50	150.00
200	" "	18" Concrete Pipe	2.00	400.00
200	" "	18" Corr. Iron Pipe	2.00	400.00
210	" "	Moving 12" and 18" Culvert Pipe	1.00	210.00
32	" "	Moving 36" Culvert Pipe	1.50	48.00
3,100	sq. yds.	Removal of Old Pavement	0.40	1,240.00
500	cu. yds.	Sand Cushion	1.00	500.00
11,200	sq. yds.	Portland Cement Concrete Pavement	2.00	22,400.00
900	lin. ft.	Expansion Joints	0.20	180.00
6,000	" "	Contraction Joints	0.03	180.00
600	only	Dowels	0.20	120.00
6,200	lbs.	Tie Bars and Reinforcement	0.06	372.00
750	cu. yds.	Crushed Gravel Shoulders	1.50	1,125.00
400	" "	Filler	0.50	200.00
400	yd. mi.	Hauling Filler	0.20	80.00
			Sub-total	$ 45,955.00
			10% Engr. & Cont.	4,595.50
			Total.................	$ 50,550.50

BRIDGES

Winston Bridge

750	cu. yds.	Excavation	$ 5.00	$ 3,750.00
50	" "	Excavation below plans	8.00	400.00
680	" "	Class "A" Concrete	20.00	13,600.00
520	" "	" "D" "	20.00	10,400.00

✓	158,000 lbs.	Metal Reinforcement	$ 0.05	.0525	$ 7,900.00
✓	750,000 "	Structural Steel	0.07	.067	52,500.00
✓	1,100 lin. ft.	Concrete Handrail	4.50	4 -	4,950.00
	All Required	Removal of Old Bridge		2000 -	2,000.00
					$ 95,500.00

__Winston Bridge Overflow__

✓	900 lin. ft.	Treated Piling	$ 1.00	1 -	$ 900.00
✓	70 cu. yds.	Class "D" Concrete	20.00	17 -	1,400.00
✓	17 M-FBM	Treated Lumber and Timber	85.00	95 -	1,445.00
✓	16,000 lbs.	Metal Reinforcement	0.05	-.0525	800.00
✓	196 lin. ft.	Composite Handrail	3.50	2.75	686.00
					$ 5,230.00

Sub-total	$100,730.00	95254-
10% Engr. & Cont.	10,073.00	
Total....................	$110,803.00	

Length of Roadwork	0.947 miles
" " 2 Bridges	0.123 "
Total Length	1.070 "
Cost per mile, Roadwork	$ 53,379.61

National Recovery Highway Funds Requested:

Roadwork	$ 50,550.50
Bridges	110,803.00
	$ 161,353.50

FORM 2-A-1 8760 10M 6-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOC
STATE HIGHWAY ENG
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

77-B

Approach to Winston Bridge
F. A. Rw.

Roseburg, Oregon
October 26, 1935

IN REPLY PLEASE REFER TO FILE NO.
193

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Winston Bridge Borrow Pits

Confirming telpehone conversation this morning in regard to price for the two borrow pits shown on the Winston Bridge map, will state that Benson has secured an option on the Adams tract, .51 acre, for $140.00, and on the Hoover tract of 1.4[illegible] acres, for $[illegible].00. Each of these options were secured at a certain price per acre so that I believe we could purchase less if the contractor should so elect. I have figured that there is ample material in each of the two pits to furnish the yardage shown on the profile.

Very truly yours,

EACollier
E. A. Collier
Division Engineer

EAC-FC
CC R. H. Baldock

SPECIAL PROVISIONS Sept. 29, 1933

Winston Bridge Grading and Paving

TIME AND PLACE OF RECEIVING BIDS

October 25th, 1933.

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract if awarded consists of the construction 1.07 miles of highway roadbed and concrete pavement on the Winston bridge Section of the Pacific Highway in Douglas County, and of the performance of such other work incidental thereto as is hereinafter specified.

The north end of the project is at station 1253+50 which station is near the Grange Hall about six miles south of Roseburg.

The south end of the project is at station 1197+00.

DATE OF COMPLETION

All work to be performed under this contract shall be finished not later than Nov. 30, 1934.

FEDERAL AID PROVISIONS

CLEARING AND GRUBBING

Clearing and grubbing work to be done under this contract shall be done in accordance with the Standard Specifications for clearing and grubbing as given in Section 7 of the Standard Specification form.

EARTHWORK

Specifications:

All excavation and embankment construction work shall be performed and paid for in accordance with the standard specification form for earthwork as given in Section 8 of the Standard Specification From, except as that specification is supplemented and modified by the provisions which follow

Classification:

All pay excavation shall be classified on the single classification basis described on Page 21 of the Standard Specification form

Winston Bridge-Grading and Paving

Work to be Done:

The work to be done under this contract shall be understood to include the following grading work.

1-Construction of highway roadbed to the grade alignment and cross-section indicated by the plans.

2-Construction of suitable approach connections at all intersections with existing roads.

Compaction of Embankments:

The embankment shall be built up in horizontal layers having uniform thickness not greater than 8 inches and each layer shall be separately and thoroughly compacted by means of heavy tamping rollers, by means of tractors having wheels equipped with tamping lugs or by some other thoroughly effective compacting equipment approved by the engineer. The compacting operations on each layer shall continue until no further compaction can be obtained and the placing of the successive layer of embankment material shall under no circumstances be commenced until that condition is fulfilled.

TRENCHING OF SUB-GRADE
NOT PAY EXCAVATION

Such excavation as is involved in the fine grading work and trenching work which in Section 24 of the Standard Specifications is specified to be done as a part of the preparation of sub-grade work and such similar excavation as is involved in preparing the sub-grade for the gravel shoulders shall not be considered pay excavation. Payment for that excavation shall be understood to be included in the prices at which payment is made for the pavement and the gravel shoulders.

BORROW

Borrow to complete the fill south of the river shall be taken from a tract lying to the west of station 1220 as shown on the profile. Such extra material as is required to complete the fills north of the river will be taken from the east side of the cut as extra width between station 1249 and the north end of the job. . Should the contractor elect to do so, he may furnish the borrow required for either of the two fills mentioned above from gravel obtained from the Umpqua River or elsewhere. If gravel borrow is provided by the contractor from some other source than the two borrow pits first mentioned above, the measurement of the borrow material shall be by truck measure at the point of deposit and the haul for borrow south of the river will be figured as though obtained from the borrow pit at 1220 and the pay haul for material north of the river will be figured as though the borrow were obtained by uniform widening of the cut between 1249 and the north end of the job.

BRIDGE CONSTRUCTION

The bridge across the Umpqua River and the over-flow structure at station 1219 are to be constructed under separate contract and it is not expected that any of these structures will be completed before sometime in 1934. The contractor shall conduct his operations without interference with the operations of the parties by whom the bridges are constructed, and after the structures are in place he shall complete the construction of the embankments and pavement at the bridge ends. The embankments at the bridge ends shall be built under the bridges in the manner indicated on the profile.

Removal of Concrete Box:

The concrete box 4'x4' at station 1218+70 shall be removed by the contractor and the concrete contained therein used for protection around the ends of the bridge at station 1219/ The contractor shall also make the necessary excavation for the channel leading to this bridge. Payment for removing the concrete box and placing the material on the fills at the ends of the bridge in the form of rip-rap protection shall be paid for at the lump sum bid. Payment for excavating the channel, except removal of the pavement shall be paid for at the unit price bid for excavation.

CULVERT PIPE

Alternate bids will be considered on the concrete and asphalt coated corrugated iron types of pipe and contractor will be requested to submit bids for both types. Which of the two types will be used will be determined by the State Highway Commission at the time the contract is awarded.

Concrete Pipe:

Where concrete pipe is used it shall be furnished, installed and paid for in accordance with the Standard Specification, given in sections 26, 29 and 51 of the Standard Specification form.

Asphalt Coated Corrugated Iron Pipe:

Where iron pipe is used it shall be furnished, installed and paid for in accordance with the Standard Specification given in Sections 27, 29, and 52 of the Standard Specification form and it shall be asphalt coated pipe.

Moving Concrete Culvert Pipe:

As shown on the profile several concrete culverts are to be dug up and relaid at another location. For work of digging up the present concrete pipe including knocking off the headwalls and for the transporting and placing of the pipe at the new location, the contractor will be paid at the lineal foot bid for the various sized and in addition will be paid excavation both for the excavation required to dig the pipe up and for that required to place the pipe.

Winston Bridge - Grading & Paving

REMOVAL OF EXISTING PAVEMENT

Work To Be Done:

Such areas of existing pavement as must be removed in order to permit the construction of the new roadbed and pavement to the grade and alignment desired shall be taken up by the contractor as part of the excavation operations.

Coordination of Operations:

The taking up of the old pavement shall be coordinated with the grading and paving operations in such a manner as will best serve the convenience and comfort of the traveling public. In general the old pavement shall be left in place until the progress of the paving or grading work makes its removal mandatory.

Disposition of Materials:

The old pavement materials shall be loaded into trucks, hauled to such locations as the engineer may designate, and there deposited in neat and compact piles or otherwise as the engineer may order.

Measurement and Payment:

Payment for the removal of the old pavement in the manner specified will be made at the price bid per square yard for "Removal of Old Pavement," which price shall be understood to include and cover the cost of hauling the old pavement materials to their place of deposit, it being understood that the place of deposit will not generally be more than one half mile from the point of loading.

In cases where the contractor may be required to haul the old pavement materials more than one mile, payment for the haul in excess of one mile will be made at the price bid per yard mile for "Truck Haul," the pay quantities, in this case, to be measured in the trucks and the haul distances to be measured in half-mile units.

SELECTED ROADBED TOPPING

Description:

The top of the roadbed to a depth shown in the typical cross-sections shall be constructed of pit-run gravel to be furnished by the contractor.

Specification:

The furnishing and placing of the gravel and the manner of payment for same shall be as specified in Section 9 of the Standard Specification form except as that specification is supplemented and modified by the provisions which follow:

Winston Bridge-Grading & Paving

SOURCE OF MATERIAL

Gravel can be secured from various bars in the Umpqua River or from such other bars as may be approved by the engineer.

Acquisition of Property Rights:

The right to take gravel and the right to cross property over which gravel must be hauled, shall be acquired by the contractor. The cost of constructing and maintaining the roads over which the gravel is hauled shall be bourne by the contractor. The cost of any necessary stripping of dirt or sand from the gravel deposits, shall be bourne by the contractor.

Measurement and Payment:

Payment for the construction of the roadbed topping as specified will be made at the price bid per cubic yard for selected roadbed topping which price shall be understood to include and cover all expense and work involved in the furnishing, hauling, and placing of the topping materials, the acquiring of property rights and the developing of the sources of material. The quantities to be paid for will be determined by measurement of the topping material in the trucks in which they are hauled. The measurement to be made at the place at which the materials are deposited on the road.

PORTLAND CEMENT CONCRETE PAVEMENT

Standard Specification to Apply:

The pavement to be constructed under this contract shall be constructed in accordance with the Standard Specification for "Portland Cement Concrete Pavement" as given in Section 25 of the Standard Specification form except as that specification is supplemented and modified by the provisions which follow:

Width of Pavement"

The width of the new pavement is to be 20 feet.

Preparation of Sub-Grade:

The subgrade shall be prepared for the new pavement in accordance with the standard specification for "Preparation of Subgrade for Concrete Pavement" (Section 24 of the Standard Specification Form). Payment for that work shall be understood, however, to be included in the payment to be made for the Portland Cement Concrete Pavement and no separate or additional payment will be made for the same.

Expansion Joints:

The spacing of expansion joints shall be 120 feet. The thickness of the expansion joints filler shall be one inch.

Asphalt to Seal Joints:

The asphalt to be used in pouring the top of all joints shall be mixed with one-third its volume of fine material such as finely ground pumice or cement. Immediately after the joints are poured the asphalt shall be covered with dry sand to prevent traffic from picking up the asphalt.

Winston Bridge-Grading & Paving

Dowell Bars:

The dowel bars at expansion joints shall be 3/4 inch round bars, 24 inches in length. The spacing of the dowel bars shall be as shown on the plans. The expansion space at the ends of the dowel sleeves shall be at least one inch.

Contraction Joints & Longitudinal Joints:

The grooves to be cut in the pavement in connection with the "dummy" type of contraction joints and longitudinal joints shall be of rectangular cross-section ¼ inch wide by 2 inches deep. After the grooves have been cut in the concrete they shall be filled with a pre-molded joint filler. The filler being a material which will meet the requirements specified for pre-molded expansion joint filler in Section 50 of the Standard Specification form.

Strike-off and Consolidation:

The striking-off and consolidation of the concrete shall be done by machine methods as specified in the Standard Specifications. It shall be optional with the contractor whether the machine used is of 10 foot width or 20 foot width.

Delayed Finish Required:

The pavement to be constructed under this contract shall be finished by what is called "delayed" finish" methods, which methods are as described in the following paragraphs, it being understood that those paragraphs are to supersede and take the place of those provisions which appear in the standard specifications under the sub-heading "Transverse Floating", "Straightedging" and "Final Smoothing and Brooming".

After the concrete has been struck-off and compacted, the coarse aggregate shall be worked down from the surface of the concrete by the use of a "porcupine" roller, operated by one man. This is a light, metal roller having projecting prongs so spaced as to accomplish the desired purpose. This roller will be furnished by the State without cost to the contractor.

Following rolling the surface of the concrete shall be finished smooth and true to grade with straightedged floats not less than 10 feet long. These floats to be placed on the concrete parallel to center line and moved transversely across the pavement. The floats will be constructed with metal edges and shall be rigid and shall be kept in true shape constantly.

At least three series of straightedged floatings will be required. The last floating shall not be done while the concrete is soft, but shall be delayed until the concrete has reached such stage in its setting as the engineer may order. This last floating shall be more in the nature of a scraping than in the nature of a floating.

This "final" or "delayed" stage of floating shall be done to remove any high places and to remove all tool markings. It is the intent of this specification to remove all surface irregularities in the concrete, regardless of the magnitude of their deviation from true surface. Scrapings from the final floating shall be removed from the pavement and the edges of the panel trued up with an edging tool, if necessary. If required by the engineer, a light spray of water shall be applied immediately following the final floating to leave the surface with a uniform appearance. Brushing or brooming will not be required under this method of finishing.

Initial edging of the joints shall be performed in accordance with the standard specifications immediately following the first 10-foot straight edge floating.

Reinforced Panels at Bridge Ends:

The panels of pavement which adjoin the ends of the bridges which are to be constructed at about Stations and shall be constructed in accordance with the special design shown on the plans.

For the construction of these special panels, the contractor will receive, in addition to the regular allowance for Portland cement concrete pavement, the following allowances:

1. Allowance for the bar reinforcement at the price bid per pound for "Tie Bars and Reinforcement."
2. Allowance for the extra concrete at a price per cubic yard which is equivalent to the price per cubic yard received for pavement of standard thickness.

Measurement and Payment:

The basis of measurement and payment for the pavement shall be as stated in the standard specification for Portland cement concrete pavement (Sec. 25), except that the price bid for Portland Cement Concrete Pavement" shall be understood to include and cover the cost of preparing the subgrade as well as the other items of work and expense mentioned in the Standard Specification.

CRUSHED GRAVEL SHOULDERS

Work to Be Done:

Under this specification, the contractor shall construct shoulders of crushed gravel along both sides of the new concrete pavement.

Cross-Section:

The crushed gravel shoulders shall be of the cross-sections shown on the plans.

Materials:

The crushed gravel to be used in the shoulder construction work shall be uniformly graded in size from dust to a maximum of one and one-half (1½) inches, All of the material shall pass through a screen having one and one-half inches circular openings, and not more than thirty (30) per cent shall be sand or other fines that will pass through a screen having one-quarter(¼) inch square openings. The gravel from which the crushed gravel is manufactured shall be a gravel of which at least twenty (20) per cent is retained on a screen having one and one-half (1½) inch circular openings.

When subjected to the standard abrasion test, the gravel from which the crushed gravel is manuractured shall show an abrasive less not exceeding five per cent.

Preparation of Subgrade for Shoulders:

Preparatory to the placing of the gravel shoulder materials, the areas to be occupied by the shoulders shall be shaped to specified grade and cross-section and shall be thoroughly compacted by rolling with a ten-ton power roller.

Details of Construction:

After having been deposited on the prepared subgrade in the necessary quantities, the materials shall be spread to proper shape and thickness. Filler materials of the kind specified in Section 12 of the standard specifications shall then be spread over the crushed gravel in such uniform quantities as may be found necessary to properly fill and bind the crushed gravel, and shall be mixed with the crushed gravel by blading, harrowing or hand raking. When the filler has been thus mixed with the crushed gravel, the course shall again be shaped to proper crown and thickness, after which it shall be sprinkled and rolled, the sprinkling and rolling being continued until the course is solidly set up and compacted.

Measurement & Payment:

For each cubic yard of crushed gravel used in the construction of the shoulders, payment will be made at the price bid per cubic yard for "Crushed Gravel Shoulders." The quantities to be paid for shall be determined by measurement of the materials in the hauling vehicles at the points of deposit.

Payment for the shoulder materials on the basis above indicated shall be understood to comprise full and complete payment forthe construction of the shoulders including the furnishing, hauling and placing of the materials, the preparing of the subgrade, and the sprinkling, spreading, and rolling work, but not including the furnishing and hauling of the filler materials.

For the furnishing and hauling of the filler materials, payment will be made at the price bid for "Filler" and "Hauling Filler," the basis of measurement and payment to be as stated in the standard specification for "Filler".

FILLER

Such filler materials as are required in connection with the construction of gravel topping and shoulders shall be furnished and paid for in accordance with Standard Specification for filler as given in Section 12 of the standard specification form. Filler shall not in any case be used in quantities exceeding 15% of the quantity of gravel with which it is mixed.

PROVISIONS RELATING TO PERFORMANCE OF WORK UNDER WET WEATHER CONDITIONS

Wet Weather Not Cause for Extension of Time:

The work to be performed under this contract must be performed within the time limit specified regardless of wet weather, and the interference of wet weather with the performance of the work will not entitle the contractor to either extension of time limit or compensation for extra expense. Wet weather conditions must be contemplated by the contractor, and the work must be planned, organized, equipped, manned and conducted in such manner that the quality of the work will not be affected by the wet weather or by conditions resulting from wet weather.

Drainage of Subgrade:

The contractor will be required to keep the subgrade well drained at all times by excavating drain ditches through the shoulders of the roadbed at frequent intervals and by performing such other work as may be necessary to insure complete drainage of the entire top area of the roadbed. No part of this work will be considered a pay item.

Planking of Subgrade:

Whenever and wherever the subgrade or any part of the roadbed becomes too wet to carry hauling traffic and/or the concrete mixer without rutting or other detrimental deformation, the same shall be adequately planked or otherwise protected in a manner satisfactory to the engineer. The cost of this work shall be borne by the contractor.

Elimination of Mud Holes:

All mud holes and other soft areas that may be found or that may develop in the subgrade shall be corrected in advance of paving by being dug out and backfilled with gravel or other suitable materials, which material shall be compacted by rolling or by hand tamping before concrete is spread over it. Payment for this work, including the furnishing of the backfill materials, shall be understood to be included in the price bid for Portland Cement Concrete Pavement and no separate payment will be made for it.

MISCELLANEOUS PROVISIONS

Provision for Traffic:

It is understood by the contractor that the work to be performed under this contract is to be performed without at any time closing the highway to traffic and that it is obligatory upon him to at all times provide and maintain a continuous roadway between the termini of the project, which roadway shall be suitable and adequate in all respects to carry all traffic using the highway safely and without material or objectionable inconveniences, delay or discomfort.

When one-way traffic arrangements must be resorted to, the traffic shall be controlled and directed by flagging and signaling systems satisfactory to the traveling public as well as to the engineer.

The contractor shall provide flagmen, barricades, lights and direction signs wherever and whenever they may be needed to safeguard traffic or to protect the work or the workmen from injury. At all important cross-roads, the contractor shall construct "bridges" over which the traffic may pass without injury to the pavement.

All paved portions of roadway over which traffic is routed shall be kept clean and free of mud and other matter that might cause excessive dust or slipperiness. If necessary to accomplish this, the sections of pavement involved shall be flushed with water at frequent intervals.

All unpaved portions of roadway over which traffic is routed shall be kept smooth by daily blading and during dry weather shall be sprinkled as frequently as may be necessary to keep them free of any objectionable amount of dust.

No portion of roadway over which traffic is routed shall be allowed to become muddy to such extent as to warrant criticism from the users of the road, and such unpaved portions of roadway as are to be used for more than a day or two during wet weather shall be surfaced with such quantities of gravel as may be necessary to prevent their becoming muddy, rutted, rough or otherwise unsatisfactory for public use.

Pneumatic Tired Trucks Required:

All trucks used in connection with the hauling operations to be performed under this contract shall be equipped with pneumatic tires on all wheels.

Truck Loads to Be Leveled:

To facilitate the accurate measurement of those of the materials to be furnished under this contract which are to be measured by volume in trucks, the contractor shall, by striking-off or by other suitable means, bring each load to a level surface with all corners completely filled.

SCHEDULE OF PERFORMANCE

Subject to such changes as the engineer may authorize the work to be performed under this contract shall be performed in accordance with the following schedule:

1. All clearing and grubbing and burning shall be completed on or before April 1st, 1934.

2. All grading and paving which can be performed without interfering with the bridge construction shall be finished not later than August 31st, 1934.

3. All work to be done under this contract shall be completed by Nov. 30th, 1934, unless the contractor is prevented from doing so by non-completion of the bridge.

4. In any case the contractor shall finish all grading and paving within 15 days after he is given full access to the ends of the bridge for making embankments thereon. Should the bridge not be completed by October 15th, then the grading and surfacing contractor will be granted such extension of time as is necessary to complete those parts of the fill and pavement immediately adjacent to the bridges which could not be done earlier.

LIQUIDATED DAMAGES TO BE PAID IN CASE OF FAILURE TO COMPLETE WITHIN TIME SPECIFIED.

Sept. 29, 1933

SPECIAL PROVISIONS

Winston Bridge-Grading & Paving.

ENGINEERS ESTIMATE

Clearing & grabbing	4 acres	@ $200. - lump sum —	$800.
Excavation single class	45,000 c. y. @	.30	13500.
Overhaul	73,000 yc. Sta @	.01	730.
Truck haul	11,000 yd. mi. @	.20	2200.
Removal of old pavement	3000 sqx yd. @	.20	600.
Portland Cement Concrete Pavement	11,000 sq. yd.	1.70	18700.
Expansion joints	840 lin.nft.	.20	168.
Contraction "	6000 lineal ft.	.03	180.
Dowels	600 dowels @	.20	120.
Tie bars & Reinforcement	6000 lbs. @	.06	360.
Gravel topping	5000 c. y. @	.60	3000.
Crushed gravel shoulders	600 cu. yd.	@1.50	900.
Filler	400 c. y. @	.40	160.
8" Porous Drain tile	300 lin. ft. @	.50	150.
Remove 4'x4' concrete box	(lump)		100.
Moving 12" concrete pipe	150 lin. ft. @	.80	120.
" 16" " "	42 ft "	@ 1.00	42.
" 36" " "	32 ft "	@ 1.50	48
12" Corrugated iron culvert pipe.	100 lin. ft.	1.20	120.
18" " "	400 lin. ft.	2.00	800.
12" concrete culvert pipe	100 lin. ft.	alternate	
18" " "	400 " "	"	
			$42,798.
Plus 10% for Engineering and Contingencies			4,280.
TOTAL - - -			$ 47,078.

CONTRACT# 1536,

NRS 209 Six Mile Cr.-Rock Cr. Sec. 1933

1536

#1536

0209

August 27, 1934

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention of Mr. Fred C. Reed

Gentlemen:

Reply is made to your letter of August 24 regarding the Frank H. May contract for the construction of bridges over Rock Creek and Six Mile Canyon on the Wasco-Heppner Secondary Highway in Gilliam County.

We have no knowledge of any claims outstanding against this work and final payment will be made in conformance with the usual practice.

Voucher covering this final payment in the sum of $3,074.12 is being sent to the Secretary of State today and the warrant will be released to Mr. May as soon as it is received from the Secretary of State which will probably be within the next two or three days.

Very truly yours,

Secretary

HBG:AJ

cc F. H. May
Bend, Oregon

Aug, 27, 1934

H. B. G.

Re final payment to F. H. May on Cont. #1536 - Bridges over Rock Creek and Six Mile Canyon.

No claims have been filed against this contract. However, on Aug, 16th we received a letter from Mr. May stating that his surety intended to hold up the final payment pending an adjustment on a material bill. The claim was never filed thru this office. On Aug, 17th Mr. Fred C/ Reed of the surety Co. called and asked about claims and said that he would acknowledge our letter of August 9th regarding final payment which he did.

The voucher in amount $3,074.12 is being sent to the Secretary of State to day and I know of no reason why final payment should not be made. The final payment has not been held up either by this department or the surety but has gone thru in the usual way. It of course has taken a longer time than an ordinary estimate on account of our system of handling finals.

J. McFarland.

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

August 24, 1934.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Frank H. May

The above contractor has completed Contract No. 1536 for the construction of a bridge over Rock Creek and Six Mile Canyon on the Wasco-Heppner Secondary Highway in Gilliam County.

We have been advised indirectly that Mr. May stated that final payment was being held up due to the fact that the surety would not release the funds. Before acknowledging your letter of August 9th, we did make an investigation and talked to Mr. McFarland over the telephone relative to the amount of money that was coming to him in this final payment, but as soon as we learned that it was sufficient to cover the outstanding bills we addressed a letter to the commission on August 17th acknowledging their letter of August 9th. It has not been our intent to hold up the payment of these funds and we shall appreciate your correcting any misunderstanding that the commission may have in this respect.

Very truly yours,

BATES, LIVELY & PEARSON

FCR/J

By Fred Reed

Final est. 6374.12

Jim
What is the status of this?

1536

209

August 9, 1934

Aetna Casualty & Surety Co.,
Bates, Lively & Pearson,
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1536 covering bridge construction over Rock Creek and Six Mile Canyon on the Wasco-Heppner Secondary Highway in Gilliam County has been completed by the contractor, F. H. May, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 20, 1934.

The State is not advised of any claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors.

For your information we wish to advise that the total amount paid the contractor on this contract will amount to $16,313.65 including the final payment.

Yours very truly,

MC Secretary

P. S. Please acknowledge receipt of this letter.

FORM 2-B-1 14784 12M 4-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

#1536

MRS 209

June 28, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

We wish to advise that Mr. F. H. May completed all work under Contract No. 1536, Rock Creek and Six Mile Canyon Bridges, on June 20, 1934.

Will you please secure permission for us to pay the final estimate on this job?

Very truly yours

C. B. McCullough
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

RR LD

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

July 5, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon USPW Project No. NRS 209-A, was made by a representative of this office on June 28th. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Asst. Highway Engineer

#1536

p 267

June 22, 1934

Shell Oil Company,
Seattle, Washington.

Attention: A. C. Gusko.

Gentlemen:

Receipt is acknowledged of your letter of June 21st concerning the F. H. May Contract No. 1536 for the construction of bridges over Rock Creek and Six Mile Canyon in Gilliam County.

Please be advised that this contract is approximately 87% complete at the present time. The estimated date of completion is July 15, 1934. No claims have been filed against the contract to date.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1536

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

June 21, 1934.

Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

RE: State of Oregon contract 1536, Wasco-Heppner; F. H. May, contractor.

We would appreciate knowing what progress has been made on this contract, giving percentage of work finished. If the job has been completed, has it been accepted by your department and on what date? Also, please give us the total amount of liens filed.

We are enclosing a stamped, self-addressed envelope for your convenience.

Yours very truly,

SHELL OIL COMPANY

FJH:NEZ

A. C. GUSKE
Division Credit Manager

$14,497,62

PR-209

June 7, 1934

Shell Oil Company,
Seattle, Washington.

Attention: A. C. Gusko.

Gentlemen:

In response to your inquiry of June 6th we wish to advise that the F. H. May Contract No. 1536 for the construction of bridges over Rock Creek and Six Mile Canyon in Gilliam County was approximately 86% complete on May 10th. The total amount paid to date on the contract is $13,239.53 and the retained percentage is $1,258.09. We have no knowledge of any claims against this contract. The completion date of the contract is June 15, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1536
Gilliam

SHELL OIL COMPANY

SHELL PETROLEUM PRODUCTS

SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

June 6, 1934

Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Re: Contract #1536
Wasco-Heppner Secondary Highway
F. H. May, Contractor

We would appreciate knowing what progress has been made on this contract, giving percentage of work finished. If this job has been completed, has it been accepted by your department. Please give us the dates. Also the total amount of liens filed.

We are enclosing stamped, self-addressed envelope for your convenience.

Very truly yours,

SHELL OIL COMPANY

R. C. GUSKE
Division Credit Manager

RCG:ES

Pd 5 May. 10 - $13,239.53
Rtd. $1,258.09

Earned $14,497.62

80%

#1536

OR-209

June 6, 1934

Mr. F. H. May,
815 Bond Street,
Bend, Oregon.

Dear Sir:

Reference is made to your letter of May 23rd requesting an extension of time of 15 days on your contract No. 1536 - Bridges over Rock Creek and Six Mile Canyon in Gilliam County.

Please be advised that on May 29th we received the consent of your surety to this extension of time and your application will be presented to the Highway Commission to morrow.

Yesterday we received a letter from your surety consenting to a 30 day extension of timeon the above contract. Will you kindly advise if you desire a 30 daysextension of time in addition to the above 15 day extension.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1536

[illegible] : 209

May 25, 1934

Mr. F. H. May,
Condon, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of May 23rd requesting an extension of time on your contract No. 1536 - Bridges over Rock Creek and Six Mile Canyon on the Wasco-Heppner Secondary Highway in Gilliam County.

Please be advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Kindly secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

Secretary.

Dict. by J. McFarland.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 209

April 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal Aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Canfield
L. J. Canfield
Highway Engineer

Encl.

Noted
Leon

Ap. 18505

Form P. R. 2

State Oregon

U. S. Public Works

Project No. NRS 209.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 25th day of September, 1933, a project statement, which was approved by the Secretary on the 30th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section of~~ said project which were recommended for approval by the United States District Engineer on the 26th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighteen thousand, four hundred fifty-one and 95/100 dollars ($18,451.95) as the share of the United States payable under said act on account of ~~Section of~~ said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications: Six bridges and approaches over Six Mile Creek and one bridge and approaches over Rock Creek.

Between survey stations 129+50 and 130+50; 135+90 and 136+80; 191+00 and 191+80; 210+25 and 211+25; 280+50 and 281+30; 285+25 and 286+75; 319+50 and 321+65.06. Station 129+50 is in the N. E. 1/4 of Sec. 15, T. 4 S., R. 22 E., W.M., and, Station 321+65.06 is in the N. W. 1/4 of Sec. 36, T. 3 S., R. 22 E., W.M.

, length 0.158 / of a mile~~s~~, in Gilliam County, being ~~Section xxxxxxxxxxxxx of~~ Oregon U. S. Public Works project No. NRS 209, consisting of 0.117 / of a mile~~s~~ of roadway and 4 bridges, each of more than 20 feet clear span, 0.041 / of a ~~six~~ mile in length. known locally as the Six Mile Creek-Rock Creek section of the Wasco-Heppner Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section ________ of~~ said project shall not in any event exceed the sum of **eighteen thousand, four hundred fifty-one and 95/100** dollars ($**18,451.95**), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ **is** ~~not exceed the authorized Federal pro rata share of~~ ________________

____

~~[illegible]~~ the approved total estimated cost of ~~Section ________ of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed [illegible] per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chapter 41, Laws of 1927, and Chapter 248, Laws of 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

____

____

____

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 5th day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By E. J. Washburn
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRS 209 State of Oregon

Second. That in accordance with said provisions I have approved the sum of $18,451.95 as the total estimated cost of said project, and the sum of $18,451.95 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ is the total estimated cost.

Done at the city of Washington, this 5th day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

By
Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—4829

FORM S-M-1 10410 800 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Nrs 209

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 16, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. C. Smith

Dear Sir:

I have your letter relative to establishment of grades and center lines for the bridges being constructed east of Condon on the Six Mile Creek Section of the Wasco-Heppner Secondary Highway.

Mr. M. Stephenson has just returned from Condon and has satisfactorily straightened out the difficulties for Mr. Durette.

We have no profile of the section in this office but there is a profile in the office of the Bridge Department in Salem, as we submitted a blue print profile showing thereon the amount of backfill at each bridge site. I would suggest that this profile be forwarded to Mr. Durette.

This profile tracing should also be in the Salem office as it was submitted together with an alignment map.

Very truly yours,

W C Williams

Division Engineer.

WCW:CO

cc R. H. Baldock.

NOT

State Highw

nrs 209

December 15, 1933

Mr. F. H. May
815 Bond Street
815 Bond Street
Bend, Oregon

Dear Sir:

We are today forwarding under separate cover an executed copy of the contract awarded to you for the construction of bridges over Rock Creek and Six Mile Canyon on the Wasco-Heppner Secondary Highway in Gilliam County near Condon. These are for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn

7-Rl 209

November 28, 1933

Mr. F. H. May
815 Bond Street
Bend, Oregon

Dear Sir:

This letter is to inform you that we received information today from the State Industrial Accident Commission to the effect that you are not now in good standing with that Commission and that they are sending you information and supplies to enable you to comply with the requirements of the Workmen's Compensation Act.

No doubt you are familiar with the requirements of the State Highway Commission regarding the Workmen's Compensation Act. However, wish to remind you that we require all successful bidders on our work to accept the provisions of the Workmen's Compensation Act and to carry on their operations in strict conformance thereto. The State Highway Commission will expect you to do this in connection with the contract awarded to you on November 15th for bridge construction on the Wasco-Heppner Secondary Highway in Gilliam County.

Yours very truly
STATE HIGHWAY COMMISSION

By

MBG:MC

Secretary

November 24, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Seven Bridges, Six Mile-Rock Creek Section, Project No. NRS-808.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/Gs

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-409

SEVEN BRIDGES AND EARTH APPROACHES
ON THE SIX MILE CREEK-ROCK CREEK SECTION OF THE
WASCO-HEPPNER HIGHWAY IN GILLIAM COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 25, 1933

ROADWORK

Bridge No. 1885

25	cu. yds.	Excavation	$ 1.00	$ 25.00
5	" "	Class "B" Concrete	25.00	125.00
4	M-FBM	Treated Lumber	85.00	340.00
20	lin. ft.	Trestle Superstructure	24.00	480.00
				$ 970.00

Bridge No. 1883

25	cu. yds.	Excavation	$ 1.00	$ 25.00
6	" "	Class "B" Concrete	25.00	150.00
4	M-FBM	Treated Lumber	85.00	340.00
20	lin. ft.	Trestle Superstructure	24.00	480.00
				$ 995.00

Bridge No. 1884

25	cu. yds.	Excavation	$ 1.00	$ 25.00
6	" "	Class "B" Concrete	25.00	150.00
3.5	M-FBM	Treated Lumber	85.00	297.50
20	lin. ft.	Trestle Superstructure	24.00	480.00
				$ 952.50

Earth Approaches, Brs. No. 1884 and 1885 (Sta. 129+50 to 129+91) (Sta. 130+10 to 130+50) (Sta. 191+00 to 191+50) (Sta. 191+75 to 191+90)

880	cu. yds.	Excavation for Approach Embankments	$ 0.30	$ 264.00

Earth Approaches, Brs. No. 1792 and 1802 (Sta. 135+90 to 136+23) (Sta. 136+42 to 136+80) (Sta. 319+50 to 320+55) (Sta. 321+25 to 322+23)

1,170	cu. yds.	Excavation for Approach Embankments	$ 0.40	$ 468.00

Earth Approaches, Brs. No. 1881 and 1883) (Sta. 210+25 to 210+81) Sta. 211+19 to 211+85) (Sta. 235+25 to 235+61)(Sta. 236+19 to 236+75)

1,140	cu. yds.	Excavation for Approach Embankments	$ 0.50	$ 570.00

Earth Approaches, Br. No. 1886 (Sta. 280+50 to 280+71)(Sta. 281+02 to 281+30)

280	cu. yds.	Excavation for Approach Embankments	$ 0.35	$ 98.00
		Sub-total, Roadwork		$ 4,257.50
		10% Engr. and Cont.		425.75
		Total		$ 4,683.25

BRIDGES OVER 20 FT.

Bridge No. 1883

70	cu. yds.	Excavation	$ 1.00	$ 70.00
15	" "	Class "B" Concrete	25.00	375.00
9	M-FBM	Treated Lumber	85.00	765.00
39	lin. ft.	Trestle Superstructure	25.00	975.00
				$ 2,185.00

Bridge No. 1886

40	cu. yds.	Excavation	$ 1.00	$ 40.00
8	" "	Class "B" Concrete	25.00	200.00
6	M-FBM	Treated Lumber	85.00	510.00
39	lin. ft.	Trestle Superstructure	24.00	936.00
				$ 1,686.00

Bridge No. 1881

70	cu. yds.	Excavation	$ 1.00	$ 70.00
15	" "	Class "B" Concrete	25.00	375.00
8.5	M-FBM	Treated Lumber	85.00	722.50
39	lin. ft.	Trestle Superstructure	24.00	936.00
				$ 2,103.50

Bridge No. 1722

65	cu. yds.	Excavation	$ 2.00	$ 130.00
10	" "	Excavation below Plans	5.00	50.00
40	" "	Class "A" Concrete	27.00	1,080.00
65	" "	" "B" "	27.00	1,755.00
15,000	lbs.	Metal Reinforcement	0.05	750.00
11	M-FBM	Treated Lumber and Timber	86.00	[illegible]
25,000	lbs.	Structural Steel	0.055	[illegible]
210	lin. ft.	Composite Handrail	2.75	577.50
				$ [illegible]

Sub-total $ 12,517.00
10% Engr. & Cont. 1,251.70

Total $ 13,768.70

Length of Roadwork 0.117 mile
" " 4 Bridges 0.041 "

Total Length 0.158 "

Cost per mile, Roadwork $ 40,027.77

National Recovery Secondary Highway Funds Requested: Roadwork $ 4,682.65
Bridges 13,768.70

$ 18,451.35

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-209

SEVEN BRIDGES AND EARTH APPROACHES
ON THE SIX MILE CREEK-ROCK CREEK SECTION OF THE
WASCO-HEPPNER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 7, 1933.

ROADWORK

Bridge No. 1885

25	cu. yds.	Excavation	$ 2.00	$ 50.00
5	" "	Class "B" Concrete	20.00	100.00
4	M-FBM	Treated Lumber	85.00	340.00
20	lin. ft.	Trestle Super Structure	25.00	500.00
				$ 990.00

Bridge No. 1882

25	cu. yds.	Excavation	$ 2.00	$ 50.00
6	" "	Class "B" Concrete	20.00	120.00
4	M-FBM	Treated Lumber	85.00	340.00
20	lin. ft.	Trestle Superstructure	25.00	500.00
				$ 1,010.00

Bridge No. 1884

25	cu. yds.	Excavation	$ 2.00	$ 50.00
6	" "	Class "B" Concrete	20.00	120.00
3.5	M-FBM	Treated Lumber	85.00	297.50
20	lin. ft.	Trestle Superstructure	25.00	500.00
				$ 967.50

Earth Approaches: (Sta. 129/50 to 129/91) (Sta. 130/10 to 130/50) 1882 (Sta. 135/90 to 136/28) (Sta. 136/42 to 136/80) (Sta. 191/00 to 191/56) (Sta. 191/75 to 191/80) 1884 (Sta. 210/25 to 210/81) (Sta. 211/10 to 211/25) 1883 (Sta. 280/50 to 280/71) (Sta. 281/09 to 281/50) (Sta. 285/25 to 285/81) 1886 (Sta. 286/19 to 286/75) 1881 (Sta. 319/50 to 320/85.06)

3,270	cu. yds.	Excavation for Appr. Embankments	$ 0.50	$ 1,635.00
				$ 1,635.00

			Subtotal	$ 4,602.50
			10% Engr. & Cont.	460.25
			Total	$ 5,062.75

BRIDGES

Bridge No. 1888

70	cu. yds.	Excavation	$ 2.00	1.–	$ 140.00
15	" "	Class "B" Concrete	20.00	25 –	300.00
9	M-FBM	Treated Lumber	85.00	85 –	765.00
39	lin. ft.	Trestle Superstructure	25.00	25 –	975.00
					$ 2,180.00

Bridge No. 1886

40	cu. yds.	Excavation	$ 2.00	1 –	$ 80.00
8	" "	Class "B" Concrete	20.00	25 –	160.00
6	M-FBM	Treated Lumber	85.00	85 –	510.00
39	lin. ft.	Trestle Superstructure	25.00	24 –	975.00
					$ 1,725.00

Bridge No. 1881

70	cu. yds.	Excavation	$ 2.00	1 –	$ 140.00
15	" "	Class "B" Concrete	20.00	25	300.00
8.5	M-FBM	Treated Lumber	85.00	85 –	722.50
39	lin. ft.	Trestle Superstructure	25.00	24 –	975.00
					$ 2,137.50

Bridge No. 1792

65 ~~60~~	cu. yds.	Excavation	$ 2.00	2 –	$ 120.00	
10	" "	Excavation below plans	5.00	5 –	50.00	
40 ~~35~~	" "	Class "A" Concrete	22.00	27 –	770.00	
65	" "	Class "D" Concrete	22.00	27 –	1,430.00	
15,000 ~~14,000~~	lbs.	Metal Reinforcement	0.055	.055	770.00	
~~10~~	~~lin. ft.~~	~~Trestle Superstructure~~	~~85.00~~		~~850.00~~	135
22,000	lbs.	Structural Steel	0.06	.055	1,320.00	4
210	lin. ft.	Composite Handrail	3.50	2.75	735.00	
11	M FBM	Tr't'd Lumber – Timber		85 –	$ 6,045.00	

23,000 lbs

Subtotal	$ 12,087.50
10% Engr. & Cont.	1,208.75
Total	$ 13,296.25

Length of Roadwork	0.117 miles
" 7 " 4 Bridges	0.041 "
Total Length	0.158 "
Cost per mile	$ 45,271.26

National Recovery Secondary Highway Funds Requested:

Roadwork	$ 5,062.75
Bridges	13,296.25
	$ 18,359.00

13455.75

159.50

18,519.0

Tro 209

November 17, 1933

Mr. F. H. May
815 Bond Street
Bend, Oregon

Dear Sir:

The State Highway Commission, on November 15, 1933, awarded you the contract for the construction of a bridge over Rock Creek and also six trestles on the Six Mile Canyon Section of the Wasco-Heppner Secondary Highway in Gilliam County, at your bid price of $16,774.30. Contract forms will be sent to you shortly for execution.

In the meantime, you may consider this letter your authority to commence immediately your construction operations on this job.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - C. B. McCullough

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 209, bridge over Rock Creek and six trestles on the Six Mile Canyon section of the Wasco-Heppner highway near Condon, to F. H. May of Bend, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 1, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

The Acting Chief of Bureau on October 30, 1933, approved the project statement for Oregon National Recovery Secondary Highway Project No. NRS 209, involving the construction of seven bridges and roadway approaches between Condon and the Gilliam-Morrow County line on the Wasco-Heppner Highway in Gilliam County.

Approval was made subject to the condition that, with or without National Recovery funds, the State will provide such surfacing on this project as will adequately meet traffic requirements.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

RECEIVED
NOV 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 26, 1933

[illegible]
NO[illegible] - 193[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The project statement and the plans, specifications and estimate for Oregon NRS 209, bridges on the Six Mile Creek-Rock Creek section of the Wasco-Heppner Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

October 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of October 17th, inquiring as to our plans for smoothing up and surfacing the section of road which will be placed in service when the bridges over Six-mile Canyon and Rock Creek, which are to be constructed under N. R. S. Project No. 209, are completed.

The section of road referred to will be smoothed up and put in serviceable condition by state maintenance forces as soon as the bridges are in place. The surface of the section will follow in its logical order along with other needed highway improvements in the state. We are in hopes that it will not be necessary to delay the surfacing work beyond 1935.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

October 4, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Attention - Mr. C. B. McCullough

Receipt is acknowledged of your letter of October 2nd, together with plans for the Six-Mile Canyon bridges and the Rock Creek Bridge, Wasco Heppner Secondary Highway, Oregon NRS-209. We have reviewed these plans and have the following comments to make regarding them and the necessary paper work.

Five sets of the following should be furnished:

Title Sheet.
Alignment map, showing alignment ½ mile each side of each structure.
Estimate.
Proposal Form.
Plans.

It is noted that a pile trestle plan is furnished for the Rock Creek Bridge. If a frame trestle plan is available it is believed advisable that it be included in this project.

It is suggested that a few hooks be provided in the shafts of the Rock Creek bridge.

We presume that all of the timber on this project will be treated. As it is not definitely required on the trestle plan, this feature should be covered in the special provisions.

We expect to submit the project statement for this project to the Regional Office next week.

Very truly yours,

W. M. LYNCH
District Engineer.

October 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of October 17th, inquiring as to our plans for smoothing up and surfacing the section of road which will be placed in service when the bridges over Six-mile Canyon and Rock Creek, which are to be constructed under N. R. S. Project No. 209, are completed.

The section of road referred to will be smoothed up and put in serviceable condition by state maintenance forces as soon as the bridges are in place. The surface of the section will follow in its logical order along with other needed highway improvements in the state. We are in hopes that it will not be necessary to delay the surfacing work beyond 1935.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As the Rock Creek Bridge and the six Six Mile Creek bridges are all included in Oregon NRS 209, we are returning herewith five copies of proposal form.

The project statement and plans, specifications and estimate have been examined and appear to be satisfactory for recommendation. However, before clearing this project for advertising, we would appreciate an answer to Mr. Andrews' October 17th letter.

Very truly yours,

W. H. LYNCH
District Engineer
L. J. [illegible]
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

October 17, 1933

RECEIVED
OCT 18 1933

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Reeves' October 16 letter transmitting proposals and special provisions for the Rock Creek Bridge and the 6-Mile Canyon Bridges. These are the structures included in Project Statement NRS 209, but there is nothing in Mr. Reeves' letter to indicate this.

At the time of our recent inspection it was discovered that the new roadbed which will be placed in ~~surfacing~~ service when these bridges are completed, is in a very rough and unsatisfactory condition. Before committing ourselves to the bridge construction involved, we would like to be advised concerning your plans for making this section of highway satisfactory for traffic. We would also like to be advised concerning your plans for surfacing.

Very truly yours,

W. H. Lynch
District Engineer

By F. E. Andrews
F. E. Andrews
Senior Highway Engineer

September 25, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of project statement for seven bridges on the Six Mile Creek-Rock Creek Section of the Wasco-Heppner Highway. Number NRS-209 has been assigned to this project.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS 209
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT,~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

NATIONAL INDUSTRIAL RECOVERY ACT

Approved June 16, 1933

(Date) Sept. 25, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Six Mile Creek-Rock Creek Section, Wasco-Heppner Highway

2. Between control points of official description: and

3. Between intermediate control points if used: and

County of Gilliam

4. Length in miles (gross) (net) 7 Brs. - 0.06

5. Preliminary estimate of cost: Total, $ 12,430; section of road to be first improved, $ 12,430,

of which $ 12,430 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income Sufficient to Insure Completion: Chap. 173, Laws 1917: Chap. 31, Laws 1920: Chapter 248, Laws 1931 (Source; refer to statute.)

(b) County (Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current income: Chapter 41, Laws 1927; Chapter 248, Laws 1931. (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon.

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

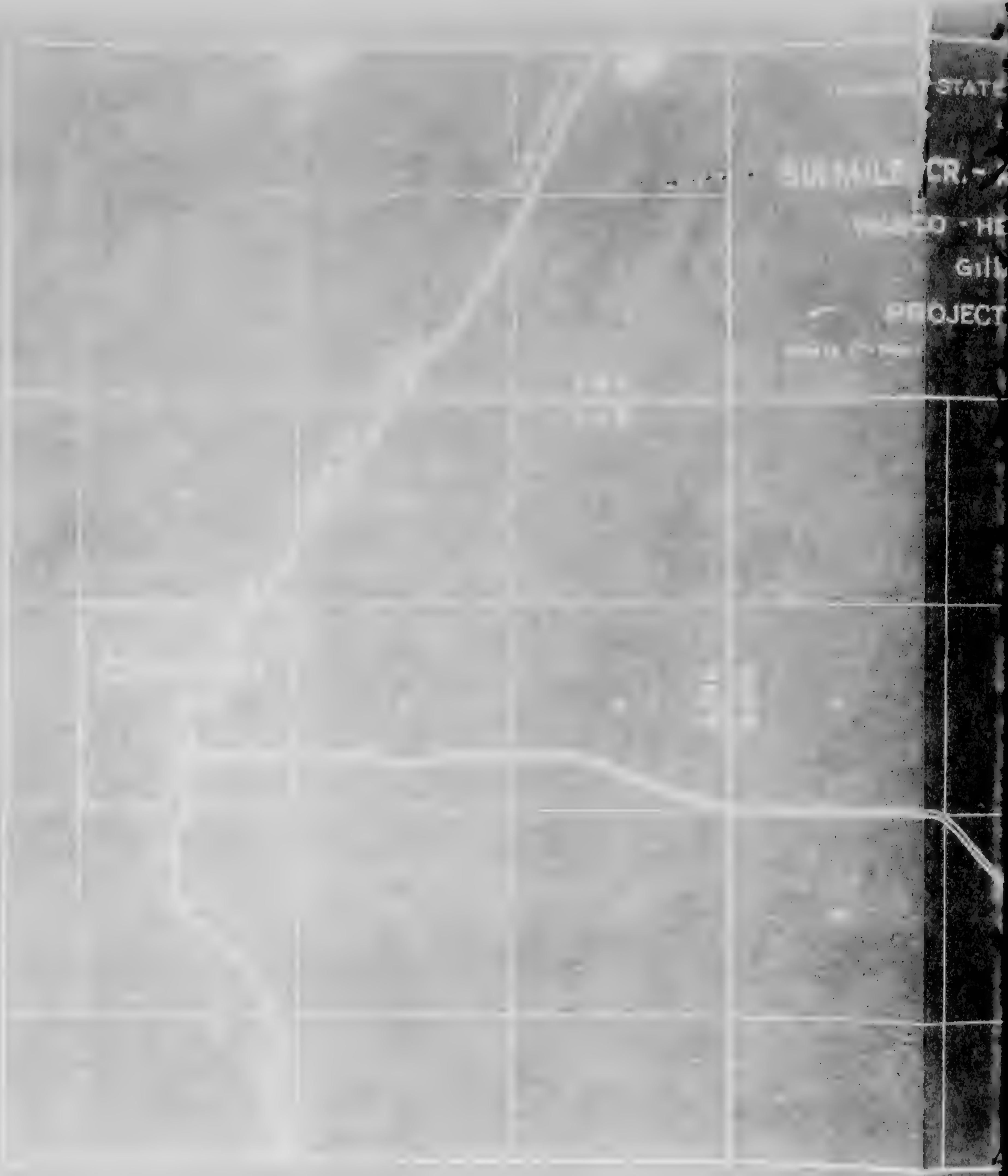
As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)


STAT
SIXMILE CR. -
WASCO - HE
Gil
PROJECT

CR. - ROCK CREEK
WASCO
Gilliam County
PROJECT No.
END OF PROJECT

CONTRACT# 1537,

NRS 212 Williamson River Br. Sec. 1933

1537

1537

21

September 6, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher in amount $1,958.51 for the Williamson River Bridge Section, Project No. NRS 212. The constructed length agrees with the plans which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EB

Encl.

38

Construction
Contracts + Agreements
Completion Reports

NRS 212

#1537

100-62

June 12, 1934.

Mr. H. B. Glaisyer

For your information, J. W. & J. R. Hillstrom have completed their work on the Williamson River Bridge, Contract No. 1537. Will you please secure authority from the Commission to pay final estimate on this job. Work was completed on May 10, 1934.

W. A. Reeves ca.

W. A. Reeves
Office Engineer, Bridge Department

CAG:AP

Approved by commission 6/6/34
HBG

#1537

04 212

June 12, 1934

American Surety Company of New York,
W. L. Lyons, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1537 for the construction of a bridge over Williamson River on the Chiloquin Secondary Highway in Klamath County near Chiloquin, has been completed by the contractors, J. W. & J. R. Hillstrom, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 22, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,860.14 including the final payment. Of this amount $12.82 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. NRS 212

April 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered F[illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. C. Caufield
Highway Engineer.

Encl.

Noted
Jon

Appr 18522

Form P. R. 2
State Oregon
U. S. Public Works Project No. NRS 212

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 29th day of September, 1933, a project statement, which was approved by the Secretary on the 17th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the United States District Engineer on the 31st day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fourteen thousand, five hundred fourteen and 50/100 dollars ($14,514.50) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

~~Between~~ Bridge across Williamson River on Chocktoot Street in the town of Chiloquin, between survey stations 8+04 and 9+10, all in the S.E. 1/4 of Sec. 34, T. 34 S., R. 7 E., W.M.,

, length 0.020 of a mile~~s~~, in Klamath County,

being ~~Section~~ ~~of~~ Oregon U. S. Public Works project No. NRS 212, consisting of

~~miles of roadway and~~ one bridge~~s~~, ~~each~~ of more than 20 feet clear span, 0.020 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ~~of~~ said project shall not in any event exceed the sum of fourteen thousand, five hundred fourteen and 50/100 dollars ($14,514.50), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~, the approved total estimated cost of ~~Section~~ ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 7 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Carl Washburne
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRS 212, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 14,514.50 as the total estimated cost of said project, and the sum of $ 14,514.50 as the share of the United States, payable under said acts on account of such project, which [illegible] is [illegible] said total estimated cost.

Done at the city of Washington, this 7 day of April one thousand nine hundred and thirty-four.

Secretary of Agriculture
~~Secretary of Agriculture~~

By
Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—4829

Tuo 212

Estimate of Cost

Williamson Bridge Approach

Chiloquin Secondary Highway

0.1 Mile of Surfacing & Oiling

Fill to Bridges	600 Cu. Yds.	@ 0.50	$300.00
Surfacing with Crushed Rock	150 Cu. Yds.	@ 0.50	75.00
Filler	30 Cu. Yds.	@ 0.50	15.00
B-2 Oiling			
Preparation of Base			25.00
Placing Mineral Aggregate	90 Cu. Yds.	@ 2.00	180.00
No. 3 Oil in Place	6 Tons	@30.00	180.00
Cut back Asphalt in Seal	1 Ton	@30.00	30.00
			$805.00
Engineering & Contingencies			95.00
			$900.00

There is sufficient rock in stockpiles for the surfacing and oiling of this section.

nrs 212

December 28, 1933

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of December 21st concerning the J. W. & J. R. Hillstrom contract.

Please be advised that the above firm have contract No. 1537 for the construction of a bridge over Williamson River on the [illegible] in Klamath Countynear Chiloquin. The bond furnished in connection with the contract was written by the American Surety Company of New York for whom W. J. Lyons who has offices in the Yeon Bldg., Portland, Oregon, is resident agent. The amount of the bond is $13,195.00. The completion date of the contract is June 30, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1537

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

LH-2296
C-31-B
ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

December 21, 1933

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: J.W. & J.R. HILLSTROM
Marshfield, Oregon

It is our understanding that Hillstrom Bros. have been awarded a contract in the vicinity of Chiloquin, Oregon, for the construction of a bridge over Williamson River.

We anticipate serving this firm with petroleum products on this project and will therefore appreciate your supplying us with complete information relative to this job, including the name of the bonding company, its agent and address.

For your convenience we enclose herewith a stamped, self-addressed envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

V. O. Judge

District Credit Supervisor

LH:B
EnL:1

[illegible] 212

December 26, 1933

J. W. & J. R. Hillstrom
1227 North 8th Street
Marshfield, Oregon

Gentlemen:

We are today forwarding by express an executed copy of the contract awarded to you by the State Highway Commission for the construction of a bridge over Williamson River near Chiloquin on the Chiloquin Secondary Highway in Klamath County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

nrs 212

December 6, 1933

J. W. & J. R. Hillstrom
1227 North Eighth Street
Marshfield, Oregon

Gentlemen:

Reference is made to contract No. 1537 awarded to you by the State Highway Commission on November 15 for the construction of a bridge over Williamson River on the Chiloquin Secondary Highway in Klamath County.

It was necessary to insert a new page in this contract. We are, therefore, returning all copies of the contract to you with the request that all of the partners sign on the inserted page, which is numbered 182, and forward all such copies to the surety company for execution.

We are today forwarding copies of contract No. 1534, covering the grading and surfacing of the Sixes River Section of Secondary Highway No. 250, to the surety company for execution.

Yours very truly

STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

November 24, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Williamson River Bridge Section, Project No. NRH-212.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-212

WILLIAMSON RIVER BRIDGE SECTION OF THE
CHILOQUIN HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 23, 1935

Bridge

150	cu. yds.	Excavation	$ 6.00	$ 900.00
15	" "	Excavation below Plans	8.00	120.00
35	" "	Class "B" Concrete	27.00	945.00
65	" "	" "A" "	27.00	1,755.00
75	" "	" "D" "	27.00	2,025.00
22,000	lbs.	Metal Reinforcement	0.05	1,100.00
63,000	"	Structural Steel	0.06	3,780.00
184	lin. ft.	Concrete Handrail	5.00	920.00
All Required		Remove Old Structure & Maint. Traffic		1,500.00
				$ 13,045.00

Earth Approaches (Sta. 8+04 to 8+14) (Sta. 9+04 to 9+10)

200	cu. yds.	Excav. for Approach Embankments	$ 0.75	$ 150.00
		Sub-total		$ 13,195.00
		10% Engr. & Cont.		1,319.50
		Total		$ 14,514.50

Length of Bridge	90.0 lin. ft.	
" " Earth Appr.	16.0 " "	
Total Length	106.00 " "	0.020 mile

National Recovery Secondary Highway Funds Requested............ $ 14,514.50

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

NRS 212

November 17, 1935

J. W. and J. R. Hillstrom
1227 No. 8th Street
Marshfield, Oregon

Gentlemen:

The State Highway Commission, on November 15, 1935, awarded to you the contract for the construction of a bridge over Williamson River on the Chiloquin Secondary Highway at Chiloquin in Klamath County at your bid price of $13,195.00. Contract forms will be sent to you shortly for execution.

In the meantime, you may consider this your authority to commence immediately your construction operations on this job.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
cc - C. B. McCullough

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon NRS 212, the bridge over the Williamson River at Chiloquin, to J.W. & J.R. Hillstrom, Marshfield, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
[illegible] 1933
OREGON
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 31, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRS 212, the Williamson River Bridge at Chiloquin, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
NOV 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

October 25, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Williamson River Bridge, Project No. NRS-212.

Five blueprint sets of layout plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary Hwy. Proj. No. NRS-212

WILLIAMSON RIVER BRIDGE SECTION OF THE
CHILOQUIN HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 23, 1933.

Bridge

150	cu. yds.	Excavation	6-	$4.00	$ 600.00
15	" "	" below plans	8-	6.00	90.00
35	" "	Class "B" Concrete	27-	19.00	665.00
65	" "	" "A" "	27-	20.00	1,300.00
75	" "	" "D" "	27-	20.00	1,500.00
22,000	lbs.	Metal Reinforcement	.05	0.055	1,210.00
63,000	"	Structural Steel	.06	0.07	4,410.00
184	lin. ft.	Concrete Handrail	5-	3.50	644.00
All Required		Remove Old Structure and Maint. Traffic	1500-		750.00
		Sub-total			$11,169.00

Earth Approaches (Sta. 8+04 to 8+14) (Sta. 9+04 to 9+10)

200	cu. yds.	Excav. for Approach Embankments	.75	$0.50	$ 100.00
		Sub-total			$ 100.00
		Sub-total			$12,169.00 13195-
		10% Engr. & Cont.			1,216.90
		Total			$13,385.90

Length of Bridge 90.0 lin. ft.
" " Earth Approaches 16.0 lin. ft.
Total length 106.0 lin. ft., .020 miles

National Recovery Secondary Highway Funds Requested, $13,385.90

September 29, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of project statement for the Williamson River Bridge on the Chiloquin Highway. Number NRS 212 has been assigned to the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

STATE Oregon

PROJECT NO. NRS 212
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

NATIONAL INDUSTRIAL RECOVERY ACT

Approved June 16, 1933

(Date) September 29, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Williamson River Bridge, Chiloquin Highway

2. Between control points of official description: and

3. Between intermediate control points if used: and

County of Klamath

4. Length in miles (gross) .03 (net) .03

5. Preliminary estimate of cost: Total, $12,000; section of road to be first improved, $12,000, of which $12,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)
Current Income Sufficient to Insure Completion: Chap. 175, laws 1917: Chap. 31, laws 1920
Chap. 248, laws 1932
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State, from the following
(State or (and) county.)

sources: Chap 41 Laws 1927: Chap 248, Laws 1932
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

(Official title of Highway Department.)

By

(Title of officer.)

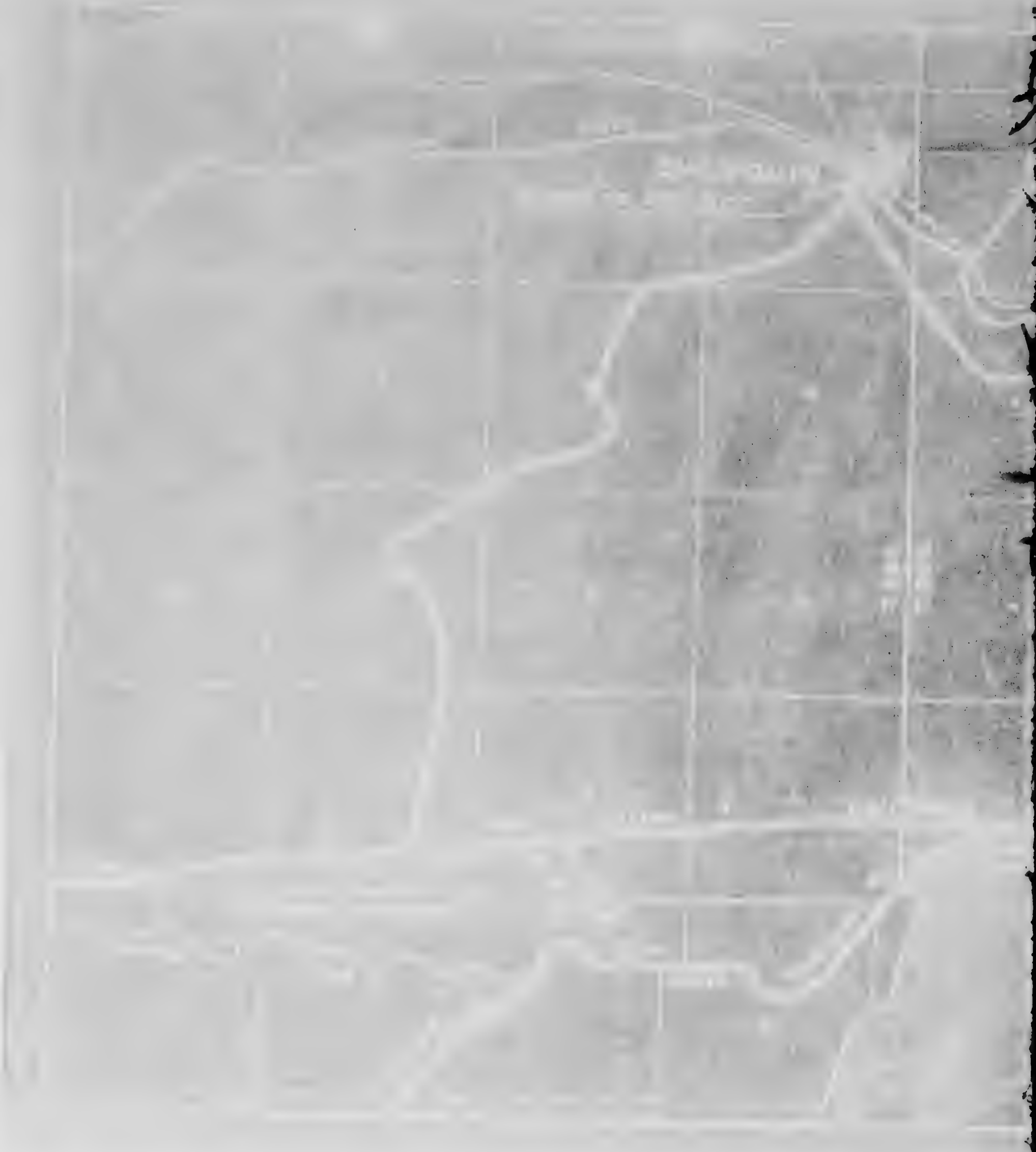
By

(Title of officer.)

By

(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—8072



WILLIAMSO
PROJECT NO. N

CONTRACT#1538,

SEE:

CONTRACT#1373,

CONTRACT#1538, 1654

PR 56-B Albany-Tangent Sec. 1934

1538,1654 Folder # 3

MEMBER
BUILDERS EXCHANGE

THE UNITED CONTRACTING COMPANY
~~109 Northwestern Bank Building~~
PHONE MAIN 3099
PORTLAND, OREGON

56-13

Copy

Portland, Oregon, March 24th-1936.

Your File No. L-S-41733

Mr. E. L. King,
Superintendent,
Southern Pacific Company,
City/

Dear Sir:-

Received copy of your letter addressed to the State Highway Commission of Oregon, re lease of your property at Albany, Oregon. We believe the Highway Department have no further use for the property. Therefore, were enclosing signed release in triplicate, one copy to be returned to us for our files.

Of course if the Highway Department have use for the property you can hold up the realease, or make a new lease with them, if you wish.

Thanking you, we remain,

Very truly yours,

M. J. [illegible]

Secy. Treas.

Copy to
State Highway Department
Salem, Oregon

Check on this.

Mr [illegible] saying we have no use for this site

Noted

#1654

April 8, 1935

56B

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1654 for the construction of bridges over Oak and Lake Creeks on the Pacific Highway near Albany in Linn County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 18, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $7,842.71, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1654

56B

March 4, 1935

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

In response to your inquiry of March 1st we wish to advise that final payment has not been made to the Mountain States Construction Company in connection with their contract
1654
No. 1564 - bridges over Oak and Lake Creeks in Linn County.

In accordance with out usual practice we will advise your Portland agent ten days before the final payment is to be made and also give the total amount of the contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. D. ROWLAND, SECY.

March 1, 1935

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 44551 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - Remodeling and widening bridges over Oak Creek and Lake Creek on Pacific Highway

Gentlemen:

We would appreciate your advising us whether or not final paymnet has yet been made to the above contractor on the above captioned contract, and if so, the total amount paid to the contractor and the date final payment was made.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents
By F Tunnard
Surety Bond Department

MF

No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

February 15, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Project No. NRH 56-B (1935), Oak Creek and Lake Creek Bridges, was made by a representative of this office on January 25, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. NRH 56-B (1935)

January 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~[illegible]~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Ivor

Hyp 11989

Form P. R. 2

State Oregon

U. S. Public Works Hwy. Project No. NRM 56-B (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of November, 1934

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.)

Whereas the Highway Department of said State submitted on the 27th day of January, 1930, a revised project statement, which was approved by the Secretary on the 5th day of April, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 13th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, nine hundred twenty seven and 60/100 dollars ($8,927.60) as the share of the United States payable under said act on account of Section B of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

from funds apportioned under act approved June 18, 1934.

(a) By the State (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans and specifications Bridges over Oak Creek and Lake Creek,

Between survey station 84+50 and survey station 85+30, in the NE 1/4 of Sec. 24, T 11 S, R 4 W, W. M; and/between survey station 387+09 and survey station 387+79 on the section line between Sec. 13, T 12 S, R 4 W, and Sec. 18, T 12 S, R 3 W, W. M.

, length 0.028 of a x miles, in Linn (1935) County, being Section B of Oregon U.S.Pub. Works Hwy. project No. NRH 56 /, consisting of xxxxxxxxxxxxxxxx miles of roadway and 2 bridges, each of more than 20 feet clear span, 0.028 of a mile in length, known locally as the Oak and Lake Creek bridges on the Albany-Tangent section of the Pacific Highway between official control points Junction City and Albany.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5513

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of eight thousand, nine hundred twenty seven and 60/100 dollars ($8,927.60), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~

~~[illegible]~~ is ~~[illegible]~~ the approved total estimated cost of Section 3 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of January, 1925

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chariman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By C. E. Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By P. St. J. Wilson

Acting *Chief, Bureau of Public Roads*

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Hwy. Project No. [illegible] 56-B (1935) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 8,927.60 as the total estimated cost of said project, and the sum of $ 8,927.60 as the share of the United States, payable under said acts on account of such project, which ~~d[illegible]~~ is said total estimated cost.

Done at the city of Washington, this 4th day of January one thousand nine hundred and thirty-five

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1930 8—4530

November 5, 1934

Mr. H. G. Smith
Mr. S. H. Probart

Gentlemen:

The Commission at its meeting held on November 1 confirmed the settlement effected with Logan Construction Company disposing of its claim for extra compensation arising out of its contract for the construction of the Albany-Tangent Section of the Pacific Highway in Linn County.

The Commission agreed to pay Logan Construction Company $1,000 in full settlement of its claim.

Very truly yours,

State Highway Engineer

HBG:AJ

December 19, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are two signed copies of project agreement for the Oak Creek and Lake Creek Bridges, Project No. NRH 56-B (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

56B

December 5, 1934

Mr. S. H. Probert

Office

Dear Sir:

At the last meeting the Commission confirmed settlement with the Logan Construction Company regarding claims arising out of the Albany-Tangent contract, the State to pay $1,000.

Very truly yours,

State Highway Engineer

RHB:HI

November 21, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the project agreement papers for the Oak Creek and Lake Creek Bridges, U. S. P. W. Project No. NRS 56-B (1935) submitted with your letter of November 15, 1934.

Please be advised that only one copy of project agreement was received instead of two as stated in your letter of transmittal.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. NRH 56-B (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

November 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

In reply to your November 21st letter stating that but one copy of the project agreement for the above project was received with our letter of transmittal, we find that the other was inadvertently omitted. The document in question is, accordingly, enclosed herewith for execution and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Senior Highway Engineer.

Encls.

Im

FORM 8-A-1 18748 16M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 3, 1934.

IN REPLY PLEASE REFER TO FILE NO. 56B

Mr. Ralph M. King,
Attorney-at-Law,
American Bank Bldg.,
Portland, Ore.

Dear Sir:

Attached please find five copies of the agreement pertaining to the settlement of the Logan Construction Company's claim on the Albany-Tangent Section of the Pacific Highway.

Will you kindly have the proper officials of the company execute this agreement and return as soon as possible. There is a special meeting of the commission in Portland on November 8th and we would appreciate having these returned prior to that time so that they can be acted upon.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

October 30, 1934

568

Mountain States Construction Co.,
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1654 which was awarded to you on October 1, 1934 for remodeling and widening bridges over Oak Creek and Lake Creek on the Pacific Highway in Linn County.

This copy is sent to you for your records and files. We are also sending a copy of this contract to your surety on the bond furnished in connection with this job.

Yours very truly,

MC

Secretary

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Oak Creek and Lake Creek Bridges, Project No. NRH 56-B (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. NRH 56-B (1935)

OAK CREEK AND LAKE CREEK BRIDGES
ON THE ALBANY-TANGENT SECTION OF THE
PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 17, 1934

Oak Creek Bridge:

200	cu. yds.	Excavation	$3.00	$ 600.00
10	" "	" below plans	4.00	40.00
37	" "	Class "A" Concrete	18.00	666.00
85	" "	Class "D" Concrete	18.00	1,530.00
14,000	lbs.	Metal Reinforcement	0.06	840.00
170	lin. ft.	Concrete Handrail	3.50	595.00
All Required		Removal of Old Bridge and Maint. of Traffic		200.00
				$4,471.00

Lake Creek Bridge:

180	cu. yds.	Excavation	$3.00	$ 540.00
10	" "	" below plans	4.00	40.00
25	" "	Class "A" Concrete	18.00	450.00
65	" "	Class "D" Concrete	18.00	1,170.00
12,000	lbs.	Metal Reinforcement	0.06	720.00
150	lin. ft.	Concrete Handrail	3.50	525.00
All Required		Removal of Old Bridge and Maint. of Traffic		200.00
				$3,645.00

Sub-total	$8,116.00
10% Engr. & Cont.	811.60
Total	$8,927.60

Length of Oak Creek Bridge	80 ft.	
" " Lake " "	70 ft.	
Total Length	150 ft.	0.028 mile

NRH Funds Requested- $8,927.60

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maint.: Chap. 41, laws 1927

#1538
Linn Co

568

October 11, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1538 for the construction of the Albany-Tangent Section of the Pacific Highway in Linn County has been completed by the the contractors, The United Contracting Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 20th, 1934.

The State is not advised of any unpaid claims for labor or material or of the existence of any claims, debts, dues or demands insurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $83,006.61 including the final payment. Of this amount $322.79 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

H 56-B

October 9, 1934

Mountain States Construction Co.,
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 1654 which was awarded to you on October 1, 1934 for remodeling and widening the Oak Creek and Lake Creek Bridges on the Pacific Highway in Linn County.

Will you please sign all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission? After this is secured a fully executed copy will be returned to you for your records and files. A copy will also be sent to the surety on your bond.

Your attention is called to the paragraph on Page 9 of the contract and to the paragraph in the Special Provisions both relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Yours very truly,

MC

Secretary

NRH-56.8

October 2, 1934

Mountain States Construction Co.
1844 Washington St.
Eugene, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 1 for widening the Oak Creek and Lake Creek bridges on the Pacific Highway south of Albany in Linn County, and has awarded to you the contract for such work at your bid price of $8,116.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Bridge Dept.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S.Public Works highway project NRH 56-B, the Oak and Lake Creek bridges near Albany, on the Pacific Highway, to the Mountain States Construction Company, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCanfield
L. J. Canfield
Highway Engineer

FORM S-K-1 19057 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

September 29, 1934

5 to B

Mr. N. L. Chandler,
Office.

Mr. F. D. Mason,
Office.

Mr. H. G. Smith,
Office.

Mr. E. C. Johnson,
Albany, Oregon.

Mr. E. G. Campbell,
Portland, Oregon.

Mr. E. Clymer,
Office.

Gentlemen:

Mr. Baldock has called another conference to consider the Logan Brothers' claim, the conference to be held here in Salem next Saturday, October 6, 1934, and he would like to have each of you present at that time.

Mr. Dieck, representing Logan Construction Company, has filed a further or supplemental report in which he sets out various grounds upon which it is their contention they can successfully predicate claims for extra compensation. Inclosed is a copy of that report or statement and you are requested to study the report and be prepared at the conference to give your answers to the various contentions or representations made to the end that we may be able to disprove the statements if they are not true, or admit their truth if they are true and justified admissions.

Yours very truly,

Devers

J. M. DEVERS

JMD:FW

cc Mr. R. H. Baldock ✓

NOTED

ROBERT G. DIECK
Mem. Am. Soc. C. E.
Consulting Civil Engineer
Failing Building
Portland, Oregon

September 13, 1934.

Notes from files on Albany-Tangent contract with Logan Cons. Co. Contract 1424.

Memo by Smith to Baldock 8-11-1934.

a. Allegation that section 5 applies
b. Not a turnpike section in the meaning of the term
c. Estimated cost by shovel 11-963.03
" " " hand 11-192.03 diff. 771.03

Recommends that claim be rejected and contractor be required to make any claim on the basis of actual conditions.

Memos by Johnson - all of no date, but believed to have been prepared August 1934.

1. On power pole moving
2. On telephone pole moving
3. On history of the work
    a. Says Logan expected to use hand labor
    b. Logan had had negotiations with county court of Linn and Salem office for the use of teams from Eastern Oregon and later proposed use of power shovel about Nov. 11, 1932. (Logan vigorously denies any intention to employ teams from any place except Linn Co. and acknowledges the difficulty of hiring teams from the local farmers. He alleges that entirely because of the delays in R. of W. acquirement he had had to abandon his plan of using cat and blades for what he considered a first rate example of turnpike section, which could be undertaken if long stretches of the line had been open to his operations.)
    c. Because of the lack of any R. of W. on either side on Nov. 7 when he appeared on the work, Logan had been forced to commence operations at sta 97-00 East.
    d. Johnson reports filling ditches had interfered with his work as early as Nov. 15, but nothing was done to correct this until late in December, when force account order to open the drainage ditch west from sta about 33-00.
    e. From Johnson's memo and from the R. of W. reports of Campbell it appears that R. of W. between 34- and 201 East had not been secured until Nov. 26 - 19 days after Logan had reported ready to operate *see memorandum # 2 of Johnson on disturbance to work by failure of Pac. T. and T. Co. to move poles from line of work.
    f. Johnson says that telephone lines being moved by Nov. 26, but corrects this by letter Aug. 15, 1934, saying that nothing was done on line until Dec. 3.
    h. Johnson alleges that all rights of way (apparently on both sides of the line) had been secured by Dec. 3, except in South Albany Add. and at Tangent. From the deed records

many property owners had not completed their acknowledgements to options until considerably later. Details of these delays have been platted on a calendar chart which is in our possession.)

1. On Dec. 12-17 Johnson reports that telephone poles had been moved between 10-133, as had fences. No mention is made of any removal of buildings or other obstructions and as no record of the obstructions in the R. of W. exists or may be found, no definite opinion on this point may be hazarded.

Memo by Clymer 8-10-34

A total of 27-821 c. y. of excavation is mentioned which volume is classified as

15-200 c.y. turnpike section	and might have been moved by cat and blade in dry weather but on account of wet weather was moved by shovel. (We allege that if R. of W. had been available in proper length, in time, Logan might have accomplished a considerable portion of this grading work before the December rains appeared.)
2-100 c.y. overhaul -300'	(In dry weather such as was in the earlier part of Nov., this might easily have been moved by teams and fresnos)
2-900 c.y. truckhaul -1000'	(We contend that this in any case must have been done by wagon as the only practical and economical method of accomplishment.)
7-600 c.y. borrow	(Of course cat and blade methods would not apply.)

Observations on this memo
****

In our opinion Clymer makes good our case that the problem before Logan was distinctly turnpike work, for the first and second items amounting to 17-300 c. y. were cat and blade work. Logan never intended to imply that every operation of grading was to be classified as turnpike work. Attention is also called to the original estimates that no item for borrow appears. In all fairness this ought to be excluded from the consideration of types of work to govern the job and be viewed as a separate item quite distinct from the major job. Of course excavation was paid under the general item of grading and haul under a separate item in the bid. The result in the worst aspect of the case should be based upon only the total excavation less borrow as related to the volume susceptible of movement by turnpike method. From this angle 20-200 c. y. were to be moved of which 17-300 were turnpike section or 85.6 %, which we submit is a considerable part of the total excavation.

A pencil memorandum in the files shows as follows

Volume of work around poles	97-106	3757.3 c. y.
	180-210-	1859.06
		*********
		5616.36 c. y.

(We do not know the precise significance of this note but if it be the yardage affected by pole disturbance, we submit that for the entire line there was measureably much more disturbance.)

Weekly reports by Johnson

Week ending Nov. 19. Property lines in bad shape and retraced lines, causing delays in writing descriptions.

26. Logan worked cut 97-106.50 all week with fill 81-97
Crew staked 72-106.50
"Contractor carrying out instructions".

Dec. 3. Completed grading 78-106.50
Telephone company did no work on line but hauled poles.
Power co. started work on pole line 123-133 with 8 men working 3 days.
Staked 76-81 and 106-50 to 133 (apparently on west side?)
Campbell reports having completed options in section except at Tangent and at South Albany. (Deed records do not show that to be the case.)
Chandler visited the work Dec. 2.

Weed ending Dec. 10. NO POLES REMOVED AS YET, though power co. set poles on new line 120-132, and excavated holes 120-165.
Telephone poles out of way 80-120
After next week because the contractor will have to do work on revised alignment 108-132, THE COMPANIES SHOULD HAVE CONSIDERABLE LENGTH OF LINE OUT OF CONTRACTOR'S WAY.
FENCE WORK RATHER SLOW BUT OWNERS ADVISED TO HURRY WORK.
NEARLY ALL SECTIONS UNDER OPTION.

17. Reset stakes for revised grade 117-132.50 to remove sag in grade. Smith and Eason were on the job Dec. 13, to discuss proposed change in grade.
CONTRACTOR'S WORK CONFINED TO SECTION 85-117
Work rather slowed down because of cold weather (but there is no mention of cessation of work on account of hard freezing of ground.)
Power co. moved line 106-133 and old poles out of way.
Tel. co. has moved line 10-133 BUT THERE ARE STILL SOME POLES IN CONTRACTOR'S LINE
FENCE MOVING AT A STANDSTILL A/C FROZEN GROUND * ALL WEEK.
C. L. into Tangent not produced as yet and work there not possible. Tangent descriptions not written.

24. First mention of delays of moment by weather
Power co. worked 3 days on moving.
No mention of tel. co's. operations.

31. CONTRACTOR WAS WORKING ON DRAINAGE DITCH (WHICH CAUSED THE FLOODING OF SIDE DITCHES MENTIONED IN THE NOV. REPORTS.)

Jan. 14. Set grade East 11-65 and established C. L. at Tangent.
Power co. MADE FAIR PROGRESS on 50-133 setting line.
IT SHOULD REACH LIMITS OF ALBANY BY THE END OF NEXT WEEK IF PRESENT RATE OF PROGRESS IS MAINTAINED.
TEL. CO. HAS COMPLETED SETTING OF ENTIRE LINE.

MAJOR PORTION OF PROPERTY OWNERS HAVE RESET THEIR FENCES.
(There has been no mention in any report of removal of building, signs, etc., though it is known that such were then in the desired strip)

Letter to Foster and Kleiser Jan. 27, asking removal of its signboard at Albany.

Week ending Jan. 28. Stakes set for excavation 0-11 on the 27th.
GREAT TROUBLE OVER PROPERTY LINES
Power co. worked 3 days moving poles.

Feb. 4. Grading stakes C. L.-West 0-34 also for private entrances 30-53
SHOVEL WORK DAY AND NIGHT.

11. Four 5 hour shifts all week and contractor has completed rough grading W. 0-58.
Staked grades to 58 and for some private entrances, also E. and W. slope stakes 132-200

Letter from O'Neil to Johnson 2/14/33 says very anxious to have data on properties for R. of W. record of office.

Reply by Johnson 2/15/33 Many inaccuracies in the lines but may expect soon.

Week ending Feb. 18 Completed rough grading W. 0-68 and moved Monday A. M. to 205.85 on E.*****"As power co. is moving power poles back on West side." Contractor has completed excavation E. 150-205.85 as well as FINISHED GRADE FOR DITCHES E. 63-71 and W. 45-58.

The reports for the weeks following deal with minor details of construction and sandpapering.

LETTER OF CHANDLER TO BALDOCK Jan. 13, 1933, contains the following significant sentences, following an inspection of job.

"THE REMAINDER OF THE JOB (beyond 5000-6000 c. y. of borrow) WAS TO BE MADE FROM SIDE BORROW OR TURNPIKE SECTION ON WHICH THE CONTRACTOR HAS ALLOTTED (elected?) TO USE TRACTORS AND BLADES".

"I CAN SEE NO ACTUAL VIOLATION OF THE CONTRACT ON THIS (use of shovel to sidecast) AS ALLOWED EQUIPMENT WHICH WOULD BE A TRACTOR AND BLADE WOULD BE ABOUT THE SAME AMOUNT AS THE SMALL SHOVEL".

(It would seem therefore that in January 1933 the department did consider that the job was definitely a turnpike section job and that the contractor was doing his work to good advantage under distinctly adverse conditions resulting from R. of W. delays of moment which had thrown his work into severe weather.)

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 29, 1934

Section	Albany-Tangent	*Kind of work*	Grading and Paving
Highway	Pacific	*Section prefix*	22IC-2
Contractor	United Contracting Co.	*Contract number*	1538
Date of contract	, 193	*Date of completion*	, 193
Date work started	, 193	*Estimated date of completion*	, 193
Amount of contract	$	*Per cent of time elapsed*	%

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering costs to date, $ 3988.00, 5.65 % *Date project was completed* , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men set concrete monuments on right of way lines at curve points and angle points on this section, Wednesday and Thursday.

OCT 1 1934

DIV.

RECEIVED
OCT 2 - 1934
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

5-6-B

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 22, 1934

Section Albany-Tangent

Kind of work Pavement Widening.

Highway Pacific

Section prefix 22PC0 2

Contractor United Contracting Co.

Contract number 1538

Date of contract Nov. 16, 1933

Date of completion ...., 193....

Date work started Feb. 1, 1934

Estimated date of completion ...., 193....

Amount of contract $ 69689.50

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $........

Per cent of contract completed, based on total contract price ....%

Engineering costs to date, $ 3970.00, 5.6 %

Date project was completed ...., 193....

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Received final estimate back on Tuesday evening Sept 18th. and made corrections. Party of two men worked four days on Right of way posts and stenciled stations on posts opposite curve points. Completed this work. Spotted locations on map. This completes all work on 22PC-2.

RECEIVED
SEP 24 1934
OFFICE OF DIVISION ENGINEER

SEP 2 1934

Signed

Address Corvallis, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1538

56B

September 14, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to The United Contracting Company on Contract No. 1[illegible]8 for the construction of the Albany-Tangent Section of the Pacific Highway in Linn County. This payment will be made on or after September [illegible], 1934.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RH BALDOCK

56B

C[illegible]t Analysis Final Report S[illegible] 11,1934

Pacific Highway,Albany Tangent Section,Widening and Resurfacing with Bituminous Macadam,Contract 1538,Prefix 22 PC-2.

United Contracting Co.Contractor
B.O.Johnson,Resident Engineer

	Cost	Quantity		Unit Cost	Unit Bid	Gross Earnings
Excavation Single Class	4016.85	10180.2	Cu Yds	0.395	0.45	4581.09
Gravel Borrow	17186.16	20946.5	Cu Yds	0.82	0.85	17804.53
Overhaul	58.20	2910	Yd Sta	0.02	0.02	58.20
Truck Haul	2116.14	13046	Yd Mi	0.162	0.20	2609.20
12" Concrete ~~Pipe~~ Tile	145.50	151	Lin Ft	0.96	1.00	151.00
12" Concrete Pipe	19.80	18	" "	1.10	1.10	19.80
36" " "	396.00	80	" "	4.95	5.00	400.00
Class A Concrete	311.25	14	Cu Yds	22.23	24.00	336.00
Metal Reinforcement	62.61	1054	Lbs	0.059	0.06	63.24
Preparation of Base	2899.22	7.3	Miles	397.25	75.00	547.50
" " " PA#1		6.3	"		130.00	819.00
Furnish Haul and Place Min Agg	31587.06	8226	Cu Yds	3.84	4.00	32904.00
Asphalt in Place	15981.20	558.65	Tons	28.61	26.70	14915.96
Bitumals in Place	1227.44	41.69	"	29.44	24.80	1033.91
Crushed Gravel Shoulders	4756.49	2934	Cu Yds	1.62	2.25	6601.50
Earth Filler	61.15	104	Cu Yds	0.59	0.50	52.00
Pit Run Gravel Topping	1890.64	2938	Cu Yds	0.64	0.55	1615.90
Haul Pit Run Gravel Topping	2336.17	16335	Yd Mi	0.143	0.15	2450.25
6" Concrete Culvert Pipe	55.45	84	Lin Ft	0.66	0.70	58.80
Screened Gravel for winening Strip	682.53	479.5	Cu Yds	1.42	1.15	551.43
18" Concrete Sewer Pipe	48.12	35	Lin Ft	1.38	1.32	46.20
Force Account	295.48					322.10
Total	86134.16					87941.61

Gross Earnings	87941.61
Total Cost	86134.16
Net Profit	1707.45

Net Profit equals 2 % of cost.

E.H.Clymer

ost A lysis Final Report Sept 11,1934

ific Highway,Albany Tangent Section,Pavement Widening and Resurfacing with Bituminous Macadam,Contract 1538,Prefix 22PC-2.

Labor

Labor	20805.87
Supervision (Superintendents and Timekeeper)	1989.59
Supervision (A.B.Harr part time)	975.00
State Industrial Accident Insurance	1133.52
	24903.98

Material

Grade E Asphalt	558.65	Tons	@ 12.00	6703.80
Freight on Grade E Asphalt	558.65	"	@ 7.50	4189.88
Bitumals	41.685	"	@ 17.00	708.65
Freight on Bitumals	41.685	"	@ 2.30	101.30
Demurrage on Asphalt				113.00
Min Agg shipped in from Eugene (Unloaded by McKy)	6920	CY	@ 1.10	7612.00
" " " " " [illegible] Eugene(" " United)	1252½	CY	@ 0.90	1127.25
" " purchased from Albany Sand and Gravel	71	CY	@ 1.10	78.10
Freight on Mineral Aggregate	8310	CY	@ 0.65	5401.50
Min Agg shipped in from Salem	120	CY	@ 1.50	180.00
Gravel Borrow purchased from Albany S&G at bunker	20946⅗	CY	@ 0.25	5236.65
Screened Gravek " " " " " " 3" -1"	262	CY	@ 0.85	222.70
" " " " " " " " 1" -0	217½	CY	@ 0.65	141.38
" " " " " "	104	CY	@ 0.25	26.00
Filler " " " " "	2934	CY	@ 0.70	2053.80
Crushed Shoulder Gravel	2938	CY	@ 0.05	146.90
Pit Run Gravel from Carl Sox Pit				46.10
Soap				
				34088.99

Equipment Rental Supplies and Misc

Equipment Rental	5958.50
Gas,Oil and Grease	4692.70
Hired Trucks	7909.16
Parts and Repairs	1145.17
Small Tools,Supplies and Misc	1235.35
Headers	308.00
Header Pins	166.17
Fuel Oil and Wood for Boiler and Retort	264.06
Freight and Cartage	448.74
Bond 1% Of Gross Earning	879.42
Part of Portland Office Expense 7 mo @ $600.00	4200.00
	27207.35

Work Done by John Ash,Subcontractor

Excavation for Box Culvert and Culvert Pipe	23.1	CY	@ 0.45	10.40
6" Concrete Pipe	84	LF	@ 0.60	50.40
12" " Tile	151.	LF	@ 0.90	135.90
12" " Pipe	18	LF	@ 0.99	17.82
36" " "	80	LF	@ 4.50	360.00
Class A Concrete	14	CY	@21.60	302.40
Metal Reinforcement	1054	#	@ 0.054	56.92
				933.84

Cost Grand Total 86134.16

E.H.Clymer

Cost Analysis Final Report Sept 11,1934

ific Highway,Albany Tangent Section,Widening and Resurfacing with Bituminous Macadam,Contract 1538,Prefix 22 PC-2.

United Contracting Co,Contractor
B.O.Johnson,Resident Engineer

Remarks:

This job was bid Nov 15,1933 but due to rain and highwater was not started until Jan 31.Excavation,Gravel Borrow,Culvert Pipe and Concrete work was practically completed by April 15 and the contractor moved off the job until Oiling was started May 14.The Job was completed Aug 11,1934.

The Willamette River Gravel used to build up shoulders and to surface the new grade on line changes did not contain sufficent filler to set up.Considerable trouble was experienced in trying to hold this gravel in place without filler.The gravel was watered,bladed and rolled several times;A 30 cat used to pull traffic thru the loose gravel and flagmen were kept on the job 24 hours per day for about two weeks.Traffic control while working on the gravel borrow amounted to $ 840.00. Pit run gravel with considerable fine material was obtained from the Carl Sox Pit located one mile north of Albany and used for topping over the Willamette Gravel. A small amount of earth filler was added and the Gravel Borrow was finally set up.

J.C.Compton's Oiling Equipment,Supervisors and Keymen were hired to do the Oiling.Oiling was delayed by the loose gravel shoulders also shoulders were not up to grade.The Oiling Crew spemt the first week putting the shoulders in shape to oil.

A strip 4 feet wide on each shoulder was oiled and built up instead of a two foot strip as originally planned.The ~~original~~ additional width was oiled to bind up the loose subgrade.This makes the completed oiled surface 24 feet wide.

Slow progress was made in Oiling due to loose gravel shoulders and subgrade, narrow widening strips,building up edges to take out crown,rain,shortage of mineral aggregate and heavy traffic.Oiling crew staredd work May 14 and completed July 5.

Summary of Oiling Crew time:

Operating Time	29 days
Delay preparing shoulders and subgrade	9 "
" rain	4 "
" shortage of mineral aggregate	1 "
" holidays	8 "
" crew had in 30 hours	2 "
Total	53 "

8226 Cu Yds of Mineral Aggregate was placed in 29 days an average of 283 Cu Yds per day.

600.34 Tons of Asphalt and Bitumals was placed in 29 days an average of 20.7 tons per day.

Two shifts averaged about 12 hours per day when oiling.Wage scale 55 ¢ per hour for common labor,65¢ per hour for skilled labor.

E.H.Clymer

Form 338—5M—2-34

51B

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 8, 1934, 193

Section Albany-Tangent

Kind of work Pavement Widening

Highway Pacific

Section prefix

Contractor

Contract number

Date of contract , 193

Date of completion , 193

Date work started , 193

Estimated date of completion , 193

Amount of contract $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering costs to date, $ 3800.00, 5.5 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party worked two days this week setting points for right of way posts on this section.

Sent in final records to Salem on Sept. 6th.

RECEIVED
SEP 10 1934

Signed

Address Corvallis, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFAC[illegible]	MA[illegible]TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

September 6, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Oak Creek and Lake Creek Bridges on the Albany-Tangent Section, Project No. NRH 56-B (1935).

Five bid proposals and five blueprint copies of the plan summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

H

Oregon State Highway Department

U. S. Public Works Highway
Project No. NRS 56-B (1935)

OAK CREEK AND LAKE CREEK BRIDGES
ON THE ALBANY-TANGENT SECTION OF THE
PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans. Not as basis for project agreement).

Salem, Oregon, September 6, 1934

Oak Creek Bridge

200	cu. yds.	Excavation	$3.00	$ 600.00
10	" "	" below plans	5.00	50.00
37	" "	Class "A" Concrete	20.00	740.00
85	" "	" "D" "	20.00	1,700.00
14,000	lbs.	Metal Reinforcement	0.05	700.00
170	lin. ft.	Concrete Handrail	5.00	850.00
All Required		Removal of Old Bridge and Maint. of Traffic		300.00
				$ 4,940.00

Lake Creek Bridge

180	cu. yds.	Excavation	$3.00	$ 540.00
10	" "	" below plans	5.00	50.00
25	" "	Class "A" Concrete	20.00	500.00
65	" "	" "D" "	20.00	1,300.00
12,000	lbs.	Metal Reinforcement	0.05	600.00
150	lin. ft.	Concrete Handrail	5.00	750.00
All Required		Removal of Old Bridge & Maint. of Traffic		300.00
				$ 4,040.00

Sub-total- - - - - -	$ 8,980.00
10% Engr. & Cont.- -	898.00
Total - - - - -	$ 9,878.00

Length of Oak Creek Bridge	80 ft.	
" " Lake " "	70 ft.	
Total length	150 ft.	0.028 mile

National Recovery Highway Funds Requested- - - - - - - - - - - - - - $ 9,878.00

CONTRACT #1539, 1612

FLP-3A Jackson Creek-McDermitt 1933

1539
1612

FORM 8-K-1 18011 1800 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

32

July 23, 1935

United States Fidelity & Guaranty Co.,

Portland, Oregon.

Gentlemen:

I am inclosing herewith State Warrant No. R 89081 made payable to S. H. Newell & Co. * United States Fidelity & Guaranty Co. Assignee, in the sum of $1,170.32, which is final settlement on state highway contract No. 1539.

I also inclose herewith State Warrant No. R 89082 made payable to S. H. Newell & Co. * United States Fidelity & Guaranty Co. Assignee, in the sum of $706.33, which is final settlement on state highway contract No. 1612.

These warrants are delivered to the United States Fidelity & Guaranty Company by the State Highway Commission not only as the assignee of S. H. Newell & Co. but as surety on the bond given by S. H. Newell & Co. in connection with each of said contracts.

Acceptance of these warrants by the surety company is therefore on the understanding that the surety company will take care of the debts created by the contractor in connection with the performance of work covered by said contracts.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.
cc Carl F. Smith
H. B. Glaisyer

S. H. Newell & Co.
656 North Russell,
Portland, Oregon.

NOTED
H. B. GLAIS

#15394/161
7LP3a-B

June 29, 1935

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

I wish to thank you for your letter of June 28th enclosing release from Linde Air Products Company of its claim against S. H. Newell & Co. for work on the Jackson Creek-McDermitt and Blue Mountain Pass-Jackson Creek Sections of the I-O-N Highway in Malheur County. We are noting this information in the records of these jobs.

Very truly yours,

HBG:OG

Secretary

June 29, 1935

United States Fidelity & Guaranty Co.
C. B. Eckles, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have just received from the Secretary of State a copy of a letter directed to him from the Linde Air Products Co. stating that its claims against S. H. Newell & Co. in connection with contracts #1539 and #1612 with the State Highway Commission for the construction of the Jackson Creek-McDermitt and the Blue Mountain Pass-Jackson Creek Sections of the I-O-N Highway in Malheur County, have been satisfied. Said claims were in the amounts of $68.29 and $55.62 respectively

We are giving you this information inasmuch as you appear as surety on the bonds in connection with bonds on these jobs.

Very truly yours,

Secretary

HBG:OG

cc S. H. Newell Co.
656 N. Russell St.
Portland, Oregon

cc Linde Air Products Co.
599 Eighth Street
San Francisco, Calif.

COPY

LINDE AIR PRODUCTS COMPANY - PACIFIC COAST
Unit of Union Carbide and Carbon Corporation

599 Eight Street
San Francisco, Calif.

June 26, 1935

Secretary of State
State of Oregon,
Salem, Oregon

Gentlemen:

Pursuant to Section #67-1101 of the Oregon Road Laws, we filed with your Department on February 15 a claim in the amount of $68.29 for materials furnished to S. H. Newell & Company for the performance of its contract with the State Highway Commission, described as:

Contract #1539-Jackson Creek-McDermitt Section
of the I-O-N Highway in Malheur County.

Also, a claim in the amount of $55.62 for materials furnished S. H. Newell & Company in the performance of a contract with the State Highway Commission and designated as:

Contract #1612-Blue Mountain Pass-Jackson Creek
Section of the I-O-N Highway in Malheur County.

These claims have been paid by the bonding company, therefore, it will be in order for you to accept this letter as your authority to cancel them from the records.

Yours very truly,

N. J. TURMELL
Credit Department

N. J. Turmell/DC

16874 7600 9-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

x1 P-3 a-a

OREGON STATE HIGHWAY COMMISSION
SALEM

June 15, 1935

IN REPLY PLEASE
REFER TO FILE NO

U. S. Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

Attention: John O. Cook

Gentlemen:

Please refer to our letter of June 7 which was in reference to your letter of May 29, relative to the making of final payments in connection with the S. H. Newell & Company contracts for grading work on the Blue Mountain-Jackson Creek Section, and the Blue Mountain Pass Section of the I-O-N Highway in Malheur County, Contracts 1539a and 1612b.

I am attaching a copy of a letter just received from the Estate of S. H. Newell & Company, and in view of the fact that Mr. Williams plans to be in Portland on or about the 17th, which was the date on which we originally intended to rewrite the vouchers, it has been decided to postpone the writing of the vouchers for another five days, which would mean unless we heard definitely from Mr. Williams before June 22, we would on that date write up new copies of the vouchers as originally stated.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F Smith
Auditor

CFS:IS
Encl.
cc-S.H.Probert
J.M.Devers

(1)

ADMINISTRATOR
THOS. J. WILLIAMS

ESTATE OF S. H. NEWELL & COMPANY
656 N. RUSSELL ST.
PORTLAND, OREGON

Mail correspondence to
Bonneville Oregon.

June 10 1935

Oregon State Highway Dept.
Salem Oregon.

Attn Carl F. Smith
Auditor

Gentlemen:-

We are in receipt of your letter dated June 7 in regard to the final estimates on our contracts #1539 and #1612.

We wish to advise that Mr. Thos. J. Williams who is the administrator of the Estate of S.H. Newell & Co. appointed by the Circuit Court is at this time located in Sutherland , Neb. on work located at that place. He plans to be in Portland on or about the 17th of June at which your letter will be presented to him for disposal of same.

Hoping that this will meet with your approval , We are,

Yours very truly,

ESTATE OF S.H. NEWELL & CO.
THOS J. WILLIAMS , Administrator.
By W. F. E[illegible]

WFE-

Sm

7LP32
[illegible]

June 7, 1935

U. S. Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

Attention: John O. Cook

Gentlemen:

Reference is made to your letter of May 29th, relative to the making of final payments in connection with the S. H. Newell & Company contracts for grading work on the Blue Mountain-Jackson Creek Section, and the Blue Mountain Pass Section of the I-O-N Highway in Malheur County, Contracts 1539 and 1612.

We are today writing to Mr. Williams of S. H. Newell & Company, asking him to execute the final vouchers and to return them to us for payment, and advising him that unless the vouchers are so executed and returned within 10 days, we will prepare duplicate copies of the vouchers and submit them to your company for execution.

We trust that this arrangement meets with your approval.

Very truly yours,

State Highway Engineer

cc J. M. Devers
Carl Smith

Portland 104 3M 4-11-35

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1112 BEDELL BUILDING
PORTLAND, OREGON

May 29, 1935

In re: 205366 - S. H. Newell & Co. S-1585
205367 - " S-1586

State Highway Commission
Salem, Oregon

Gentlemen:

Your records will disclose the fact that some time in August of 1934, S. H. Newell & Company called upon the United States Fidelity & Guaranty Company, as surety upon its bond for aid in finishing state contract #1612 covering the grading on the Blue Mountain Pass Section on the I. O. N. Highway in Malheur County, Oregon, and state contract #1539 covering the grading on the Jackson Creek Section of the I. O. N. Highway in Malheur County, Oregon; and that the United States Fidelity & Guaranty Company responded and furnished, in behalf of S. H. Newell & Company, sufficient funds and other assistance necessary for the completion of the work.

In this connection, S. H. Newell & Company some time in September made an assignment to the United States Fidelity & Guaranty Company of all monies due or to become due then in connection with their two contracts in Malheur County, being contracts Nos. 1539 and 1612, which assignment was duly acknowledged by your Commission on September 10, 1934.

These two contracts were completed by the United States Fidelity & Guaranty Company, as surety on the S. H. Newell & Company's bond, and all estimates have been received and accounted for save the final estimates. These final estimates, as we understand, were mailed by your Commission to Mr. Williams of the partnership of S. H. Newell & Company, who is the surviving partner. We further understand that Mr. Williams has failed to sign those final estimates and return them to you so that a voucher might be issued to this Company.

At this time we wish to request that you issue to the United States Fidelity & Guaranty Company, as assignee, duplicate final estimates on the above mentioned contracts so that they may be approved by this Company and returned to you so that payment can be made.

We will appreciate any assistance that you might give us in this matter and will appreciate very much an early reply.

Yours very truly,

J. O. Cook
Supt. of Claims

JOC.JH

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 27, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the summary of completed work recently submitted in connection with the final voucher for Oregon USPW project FLH 3-A. This statement gives the cost of the survey $17,290.45 and the FLH funds $16,475.27. Apparently these figures should be $1,729.04 and $1,647.53 respectively. We have changed the statement accordingly.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

1539

FLP-3A

February 21, 1935

Mr. G. B. Eckles, Agent
United States Fidelity & Guaranty Company
Bedell Building
Portland, Oregon

Dear Sir:

We are attaching a copy of notice of claim which has been filed by Linde Air Products Company against the bond furnished by S. H. Newell & Co. in connection with State Highway Contract No. 1539 covering the grading of the Jackson Creek-McDermitt Section of the I-O-N Highway in Malheur County. This claim amounts to $68.29 and represents material furnished the contractors.

This information is given you as you appear as surety on the bond involved.

Very truly yours,

Secretary.

HBG:OG
encl.

cc S. H. Newell & Co.
656 N. Russell St.
Portland, Oregon

February 21, 1935

Honorable Earl Snell
Secretary of State
Capitol Building

Dear Sir:

This acknowledges receipt of your letter of February 20th with attached copies of notice of claim which has been filed by Linde Air Products Company against the bond taken from S. H. Newell & Company in connection with State Highway Contract No. 1539 which was awarded to S. H Newell & Company for grading the Jackson Creek-McDermitt Section of the I-O-N Highway, Malheur County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:OG

Secretary

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 20, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Linde Air Products Company for $[illegible] against the bond [illegible] from [illegible] Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Jordan Creek-[illegible] section of the I-O-N Highway in Malheur County, contract No. [illegible].

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

[illegible]
Encs. 3

COPY

TO THE STATE OF OREGON

OREGON STATE HIGHWAY COMMISSIONER

NOTICE hereby is given that the undersigned Linde Air Products Company - Pacific Coast has a claim for material furnished, to wit: Mascrome Flux-Coated Welding Rods, and compressed oxygen and dissolved acetylene furnished in steel cylinders, in the sum of Sixty-eight and 29/100 Dollars ($68.29) against the bond taken from Sidney H. Newell and Thomas J. Williams, copartners, doing business under the fictitious name and style of S. H. Newell and Company, as principal, and the United States Fidelity and Guaranty Company, as surety upon such bond, for the work of grading 14.0 miles of Highway on the Jackson Creek-McDermitt Section of the I-O-N Highway in Malheur County, designated as Contract No. 1539.

LINDE AIR PRODUCTS COMPANY - PACIFIC COAST
By S. DAVIS
Credit Manager

Dated January 28, 1935

Endorsed: File No. 2472
Filed February 20, 1935
EARL SNELL,
Secretary of State

FLP-3A

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
ROSCOE C. NELSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
W. H. MAGUIRE
RICHARD R. MORRIS
J. C. DEZENDORF
DONALD K. MOE

January 22, 1935.

Mr. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

On November 20, 1934, there was filed in the office of the Secretary of State formal notice of the claim of the Standard Oil Company of California against the bond taken from S. H. Newell & Co., Principal, and United States Fidelity & Guaranty Company, surety, in the sum of $2782.35 in connection with the improvement of the Jackson Creek - McDermitt section of the Oregon-Nevada Highway, being Oregon State Highway Commission Contract No. 1539.

Standard Oil Company of California has received payment in full of this claim so we request that you make a notation to that effect upon your records and notify the State Highway Commission to that effect.

Will you please let us know when that has been done.

Very truly yours,

DEY, HAMPSON & NELSON

17/16

[illegible] FLP 3B

#1539t
#1612

FLP-3A

January 5, 1935

Beall Pipe and Tank Corporation
Kenton Station
Portland, Oregon

Gentlemen:

I wish to thank you for your letter of January 4th advising that your claims against S. H. Newell & Co. arising out of his two contracts with the State Highway Commission for highway construction work in Malheur County, have been satisfied. I am correcting the records of the State Highway Commission in accordance therewith.

Very truly yours,

HBG:OG

Secretary.

January 5, 1935

United States Fidelity & Guaranty Co.
G. B. Eckles, Manager
1112 Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have just received from Beall Pipe and Tank Corporation advising that their claims against S. H. Newell & Co. arising out of highway construction work in Malheur County, have been satisfied. We are correcting our records in conformance therewith.

Very truly yours,

HBG:OG

Secretary.

cc S. H. Newell & Co.

BEALL MARK

BEALL PIPE AND TANK CORPORATION

ELECTRIC WELDED PRESSURE PIPE - METAL TANKS
CORRUGATED CULVERT - METAL FLUME - IRRIGATION
DRAINAGE SUPPLIES
STRUCTURAL STEEL WORK
METAL SPECIALTIES

PORTLAND [KENTON] OREGON

January 4, 1935

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Attention H. B. Glaizyer, Sec'y

Referring to your letter of November 2nd, in which you acknowledged receipt of our claims filed against S. H. Newell & Co. for $4,707.30 and $1,689.52, respectively, on two road jobs in Malheur County, Oregon.

This is to advise that we have today received payment in full of our claims from the United States Fidelity & Guaranty Company.

Yours truly,

BEALL PIPE & TANK CORPORATION
L. B. Ashton
Cashier

LBA

FLP-3A

December 22, 1934

Mr. S. H. Newell, Contractors
656 N. Russell St.
Portland, Oregon

Dear Sir:

I have noted your letter of December 10, in which you state you do not care to make a claim for extra compensation on the Jackson Creek-McDermitt Section, but feel that I should give further consideration to the possibility of making some adjustment for the hand labor used on the clearing.

I am sure that the Secretary of State would find our contract to be very definite with respect to the fact that the price for clearing and grubbing must be included in the price for grading and therefore we would not audit a payment for additional compensation in violation of the terms of the contract.

In the matter of the culverts, I was advised by Division Engineer Williams that the culverts were installed prior to the excavation of the borrow pits and that a definite depth of borrow pit had been agreed upon by which they would drain through the culverts; but upon excavating the material your operators carelessly dug lower than the inlet to the pipes so that it was necessary to lower the culverts in order to drain the borrow pits. Mr. Williams further stated that it was clearly understood that you would make this change in culverts at your own expense and that was the reason that no extra work bills had been submitted.

I am sorry that I cannot do anything for you in the matter of extra compensation for the clearing and grubbing, but our intention in writing these contracts to make no additional payment for clearing and grubbing was clearly set forth; therefore, I am unable to make an adjustment in prices.

Very truly yours,

State Highway Engineer

RHB:AJ

cc Smith

Portland, Ore.
December 10,1934

R.H.Baldock, State Highway Eng.
Oregon State Highway Commission.
Salem, Ore.

Dear Mr.Baldock:

I sincerely regret that you have again misconstrued my intentions.I claim to have no personal knowledge of the points brought out in my letter.In our conversation with Mr.Smith, about a month ago, Mr.Williams and I both made it clear that we had no grievance to air and that we had no idea of fileing a claim.Mr. Smith suggested that we outline in a letter the items which we felt would emtitle us to additional compensation, in writeing, in order that they might be given proper consideration.

What you have listed as Claim No.1, was not intended as such.We intended to point out that specific attention had not been called to the change in method involved in handling the clearing, inasmuch as Special Provision No.14 refers to Section 7,but makes no mention of any additional specifications under the Federal Requirements Pertaining To Employment of Labor.I did not represent that there was any thing in the contract which would lead us to expect compensation for clearing and grubbing in accordance with the contract. I did feel and am still of the the same mind, that it would not be unreasonable to ask for some compensation because of the hand labor methods required, to the extent of the reasonable increase in cost. I believe that we would have been within our rights to have objected to performing clearing by hand methods allthough we did not do so. I am not positive that my interpretation is the correct one but I am certain that their is a point over which fair and intelligent minds might disagree.The argumentis an honest one and is entitled to be considered on its merits.I do not intend to make any claim on this account but I would request that you reconsider the point under discussion.

No claim was made for additional yardage.I was misinformed as to the amount of yardage which would be shown on the final estimate.

Regarding culverts, this matter was discussed by Mr.Smitth and Mr. Williams.I have made no claim on this account as we decided that any charge on that account should be worked out with Mr.Chandler.Mr.Williams advises that the amount was $254.I have no knowledge and Mr.Williams is no longer connected with the firm so there is no point in discussing that matter.

Our lowses on these contracts are mainly the result of bidding them too cheap.It has been our misfortune to run out of funds before their completion.We cannot expect to be paid out for our mistake, but we do hope that we may get whatever breaks there are.

Very truly yours,

S.H.Newell & Co
Sidney H. Newell

REFERRED TO
H G Smith
[illegible]
Please prepare [illegible]

FLP. 3a

November 28, 1934

S. H. Newell & Co.
656 North Russell Street
Portland, Oregon

Gentlemen:

With reference to your communication of November 16, relating to the construction of the Jackson Creek-McDermitt Section of the I.-O.-N. Highway recently completed, I notice you submit claims for extra compensation. I have had the matter thoroughly investigated and advise as follows:

Claim No. 1. Extra compensation for clearing, $2,200. Answer: The specifications for clearing and grubbing, including the manner of doing the work by hand or team methods, were clearly set forth. Quoting from the specifications: "PAYMENT. Payment for the performance of clearing and grubbing will be understood to be included in the payment for excavation work and no separate or additional payment will be made for the same." On page 6 of your specifications under "Hand Labor Methods" it states that clearing and grubbing of timber less than 18" in diameter shall be done by hand labor or by team labor methods. The specifications are certainly clear in this matter and there is absolutely no merit in your claim. Therefore, it is denied.

Claim No. 2. Extra yardage. You state that the contract called for 66,800 yards, totaling $24,547, whereas the final payment was for 59,370 yards at a cost of $22,015. While the contract included 66,800 yards, 10% was an extra allowance added to the profile quantities for contingencies and overruns in accordance with our standard method. Your bid was necessarily based upon the profile quantities which amounted to 60,702 yards. The final estimate was 59,800 yards, or a difference of 900 yards, which equals 1½%. This is certainly a reasonable variation.

You also made a verbal claim to Mr. H. G. Smith, Construction Engineer, with relation to the cost of moving culverts. Quoting from Mr. Williams' report:

> "As to the culvert pipes which Mr. Newell states he was required to move without compensation. Mr. Newell was required to lower two pipes on the first mile of the project. These pipes were staked to fit the drainage for which they were installed in advance of the grading operations and the contractor's superintendent was instructed that he was not to borrow below the elevation of the pipes. Although as a rule he watched this rather carefully, he did borrow far below

> the flow line of two of the pipes and it was necessary to lower the pipes in order that the drainage could then be handled adequately. Mr. Newell was not allowed payment for lowering these two pipes as it was solely through the negligence of his own forces that the lowering was required. He did, however, move one culvert pipe before the grade line was constructed for which he was entitled to compensation. Mr. Chandler requested that the pipe be moved and advised the contractor that he would be allowed payment for the same as force account. Mr. Chandler checked the cost of moving this pipe and found it to be $8.60 and advised both Mr. T. J. Williams, contractor's superintendent, and Mr. Olsen, representing the bonding company, that if they would submit a bill for moving this pipe, he would approve it. For some reason, however, they did not submit any such bill and Mr. Chandler advises me that they did not wish to bother presenting a force account bill for such a small sum."

We will, therefore, honor a force account bill for the lowering of this one culvert, should you care to submit same.

I am surprised that you submitted a claim on this job inasmuch as there have been no changes in the contract in any manner, shape or form. The quantities moved are approximately the quantities bid and all the items come out very closely. This is to advise that your claim is denied.

Very truly yours,

State Highway Engineer

RHB:HI

, CHAIRMAN, PORTLAND
ASHBURNE, EUGENE
. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 28, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

Regarding S. H. Newell & Company's letter of November 15th, stating dissatisfaction with his estimates on the Blue Mt. - Jackson Creek Section, and also additional compensation on the Jackson Creek-McDermitt Section, I call your attention to Mr. William's letter of November 19, 1934, which makes a full report of the claim for additional yardage. Mr. Williams, however, discusses the combined yardage of both the Jackson Creek-McDermitt Section and the Blue Mt.-Jackson Creek Section., about the same ratio pertains to the Jackson Creek-McDermitt Section alone.

We do not seem to have received the final estimate on this contract, but there has already been allowed 59,800 yards, whereas the net quantity on the bid profile was 60,702. Mr. Newell persists in including the 10% for extra allowance on all his computations, whereas this is clearly shown on the profiles as an allowance and it has been repeatedly called to his attention in his numerous claims.

With respect to the clearing on the Jackson Creek-McDermitt Section our specifications state:

"PAYMENT:

Payment for the performance of clearing and grubbing will be understood to be included in the payment to be made for excavation work, and no separate or additional payment will be made for the same."

The specifications for clearing and grubbing and the manner of doing the work by hand or team methods, was also clearly set forth. Mr. Newell claims that since the payment was to be made on a grading item that therefore the clearing also be considered a portion of the grading and any equipment permitted in grading must be permitted in clearing. There is absolutely no merit to this as the specifications clearly state how the clearing should be done, and the manner of payment has nothing to do with the performance of the work, therefore I can see no merit in Mr. Newell's request.

Yours very truly,

H G Smith

H. G. SMITH,
Construction Engineer

HGS/H

Chairman, Portland
Washburne, Eugene
B. Aldrich, Pendleton

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

La Grande, Oregon
November 19, 1934

In Reply Please Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

Subject matter: Jackson Creek-McDermitt final estimate.

I have returned from a trip to McDermitt where I made a careful investigation of the matters referred to in Mr. Newell's claim that he has not been allowed sufficient yardage on his grading contract No. 1539. I have gone over Mr. Chandler's notes and given careful attention to the manner in which he prepared the final estimate of the job. I find that Mr. Chandler has prepared the estimate in a very workmanlike manner and he has taken many notes during the progress of the work to assist him in preparing the estimate.

When Mr. Newell first started grading operations on this section he requested permission to borrow unrestrictedly as to width in order to more efficiently use the drag line method of embankment construction. Mr. Newell was given this permission and he proceeded with the work using a drag line only for some two and a half months before any hauling equipment was placed on the job. Mr. Newell's manner of procedure was to take each borrow section and throw up the material required with the drag line, leaving the cuts which were to be hauled away later. He was allowed to borrow material as shown by the profile in making all borrow up to the limits of the haul brackets. Mr. Chandler then carefully noted the stationing of each end of the borrow sections in order that he could readily determine the haul limits when the cuts were later taken out.

In preparing the mass diagram only the haul sections were massed as there was no occasion for any haul on the borrow sections. Actually there was a small amount of haul due to the fact that in throwing up the material with the drag line, no uniformity was secured and when it came to finishing, contractor moved the material back and forth to some extent with his tractors in order to secure uniform distribution. This accounts for the variation in ratio of the embankment and construction quantities as noted in each 300' bracket on the profile.

As to Mr. Newell's contention that he has not been allowed sufficient yardage. It is difficult for me to realize wherein Mr. Newell bases this assumption. Of all the grading projects which have come under my observation, I know of no job that has balanced out closer to the profile quantities upon which the contractor bases his bid. The location survey on this section was performed by J. B. Weaver, an experienced locating engineer, and the actual quantities required for construction show that the estimate was carefully prepared--for instance, on the first fourteen miles of the project, which was the original section before Mr. Newell was granted the three-mile extension, the profile quantities show an estimated total of 134,085 yards whereas the actual quantities were 134,685 yards. On the three-mile extension granted to Mr. Newell, the estimated quantities were 23,651 yards whereas actual quantities as shown by the final estimate were 23,913 yards. This gives for the seventeen-mile section an estimated 157,736 yards as compared to the actual quantities moved of 158,598 yards. Overhaul is equally close, the total estimated haul being 100,740 station yards as compared with the actual 101,207 station yards as shown by the final estimate. The above figures are exclusive of stripping gravel pit excavation which item was not shown on the profile and is one of the contingencies for which the extra allowance is made.

On the entire length of the section, not one grade change was made and the job was constructed exactly to the plans upon which Mr. Newell based his bid. We are entirely familiar with Mr. Newell's propensity for submitting claims and were very careful in that we not require Mr. Newell to do anything whatsoever not covered by the specifications.

When Mr. Newell asked for an extension of time in which to complete the project, he gave as principal reason for the necessity of an extension the fact that he had encountered unexpected indurated materials. In my letter recommending the extension, I corroborated Mr. Newell's statement, as he did encounter considerable indurated materials. This should be a further indication that the original quantities would not be exceeded, as it is very natural that indurated or hard materials would not shrink as much as common soil or other lighter materials. Therefore, I believe we again have ample evidence that Mr. Newell has been allowed all the quantities that could possibly be allowed him.

As to the manner in which Mr. Chandler measured the excavated materials. All borrow and cut excavations were measured from grade stakes established with a Y level, which is the manner in which all grading jobs are ordinarily measured in this state. Mr. Chandler is of the opinion that he gave Mr. Newell a very liberal measurement, and he further states that if the job were to be remeasured carefully and conservatively , any variation that might occur would be an underrun of excavation quantities.

AIRMAN, PORTLAND
BURNE, EUGENE
DRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Page 3. Final Estimate Jackson Creek-McDermitt.

IN REPLY PLEASE
REFER TO FILE NO.

As to the culvert pipes which Mr. Newell states he was required to move without compensation. Mr. Newell was required to lower two pipes on the first mile of the project. These pipes were staked to fit the drainage for which they were installed in advance of the grading operations and the contractor's superintendent was instructed that he was not to borrow below the elevation of the pipes. Although as a rule he watched this rather carefully, he did borrow far below the flow line of two of the pipes and it was necessary to lower the pipes in order that the drainage could then be handled adequately. Mr. Newell was not allowed payment for lowering these two pipes as it was solely through the negligence of his own forces that the lowering was required. He did, however, move one culvert pipe before the grade line was constructed for which he was entitled to compensation. Mr. Chandler requested that the pipe be moved and advised the contractor that he would be allowed payment for the same as force account. Mr. Chandler checked the cost of moving this pipe and found it to be $8.60 and advised both Mr. T. J. Williams, contractor's superintendent, and Mr. Olsen, representing the bonding company, that if they would submit a bill for moving this pipe, he would approve it. For some reason, however, they did not submit any such bill and Mr. Chandler advises me that they did not wish to bother presenting a force account bill for such a small sum.

In summing up the entire grading operation, I can see no basis at all for Mr. Newell's complaint and due to the fact that the estimate has been carefully prepared, we have ample notes to support the estimate and furthermore that the final estimate agrees so closely with the estimate upon which Mr. Newell prepared his bid, it is my recommendation that no consideration be given to Mr. Newell's claim. I will, of course, approve a force account bill for the moving of the pipe mentioned above, which might amount to $10.00 after the contractor's percentage is allowed. Mr. Newell has for several years had a propensity for submitting claims on any job he has undertaken and it is my belief that this is one job wherein the construction operations were performed in a manner in which no changes of any nature were made and that we can defeat Mr. Newell's claim should he wish to carry it further.

Yours very truly

Division Engineer

WCW:BH

cc Mr. R. H. Baldock
Extra copy.

Portland, Ore.
Nov.16, 1934

R.H.Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:

With referance to final payment to be made covering the construction of the Jackson Creek-McDermitt section of the I.O.N.highway, recently completed.

No item was provided on the bid sheet for clearing. It has been customary to include clearing on desert jobs in the excavation costs.The cost of clearing with a cat and blade does not exceed $50.00 a mile.

However, applying the Federal Requirements Pertaining To Employment Of Labor, put an entirely different face to the item of clearing.These specifications apply to Clearing & Grubbing. To eliminate the item of Clearing & Grubbing entirely from the contract and at the same time apply the restrictions to a portion of the Grading operation appears to be an unreasonable interpretation of the contract.As a matter of fact this fact was recognized by the highway department and in the specifications for the Blue Mountain-Jackson Creek section, provision was made for bidding on the clearing separately.

We feel that it would have been preferable to have included a pay item for clearing in the Jackson Creek-McDermitt contract.Having elected to include the clearing in the grading, it is clearly insonsistent to specify caterpillars and blades for a portion of the grading, and forbid their use for a portion. The point which we are endeavoring to bring out is that the Federal Requirements are clearly a restrictive specification, and that such a specification should only be applied to the item under which the specification is listed.

The cost of clearing on this contract including labor, transportation and supervision, amounted to approximately $3,000. Our estimated cost was $800.00.We request that we be compensated for the differance between these two costs.

Very truly yours,

S.H.Newell & Co

by Sidney H. Newell

Portland, Ore.
November 15, 1934

R.H.Baldock,
State Highway Engineer.
Salem, Ore.

Dear Sir:

With referance to final payment to be made covering the construction of the Blue Mountain-Jackson Creek section of the L.O.N,highway, recently completed.

The contract quantity for earth and rock excavation totaled 66,800 yards and the amount of the contract was $24,347. Estimate No.6, totals 59,369.7 yards and the amount of the estimate to date is $22,014.83.

In view of the fact that there were no changes in line or grade it would look as though we might reasonably hope to recieve on our final estimate, approximately the amount of the contract.

Very truly yours,

S.H.Newell & Co

by Sidney H. Newell.

NOV [illegible] 1934

#1539

F-LP, 3A

November 22, 1934

Hon. P. J. Stadelman,
Secretary of State
CAPITOL BUILDING

Dear Sir:

Thank you for your letter of November 20 with attached copies of notice of claim which has been filed by the Standard Oil Company against the bond taken from S. M. Newell & Company in connection with State Highway Contract No. 1539 covering grading work on the Jackson Creek-McDermitt Section of the I.O.N. Highway in Malheur County. We note this claim amounts to $2,782.35 and represents petroleum products furnished the contractor.

In accordance with our usual practice we are today sending copies of this notice of claim to the surety and the contractor.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

November 22, 1934

United States Fidelity & Guaranty Co.,
G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Standard Oil Company against S. H. Newell & Company in connection with State Highway Contract No. 1539 which was awarded to S. H. Newell & Company for 14.0 miles of grading on the Jackson Creek-McDermitt Section of the I.O.N. Highway in Malheur County. This claim amounts to $2,782.55 and represents petroleum products furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary

cc - S. H. Newell & Co.,
656 No. Russell St.,
Portland, Oregon

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

November 20, 1934

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention H. B. Glaisyer, Secretary

There has been received and filed in this office today a notice of claim by the Standard Oil Company of California for petroleum products furnished in the sum of $2,782.35 against the bond taken from S. H. Newell & Company, principal, and the United States Fidelity and Guaranty Company, surety, in connection with construction work on the Jackson Creek-McDermitt Section of the Oregon-Nevada Highway, State Highway Contract No. 1539.

A copy of the notice is enclosed for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

P. J. Stadelman
Secretary of State

EL

Enc. 3

Fidelity Onion Skin
MFG CO
MADE IN U.S.A

TO THE STATE OF OREGON AND
TO THE HONORABLE P. J. STADELMAN, SECRETARY OF STATE THEREOF:

NOTICE IS HEREBY GIVEN that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of $2,782.55 against the bond taken from S. H. Newell & Company, principal, and the United States Fidelity and Guaranty Company, surety, in connection with the improvement of the Jackson Creek-McDermitt Section of the Oregon-Nevada Highway, being Oregon State Highway Commission Contract No. 1559.

DATED at Portland, Oregon, November 19, 1934.

STANDARD OIL COMPANY OF CALIFORNIA
By L. L. CAMPBELL
District Sales Manager

ENDORSED:

File No. 2460
Filed November 20, 1934,
P. J. STADELMAN, Secretary of State

FLP.3A

November 22, 1934

S. H. Newell & Co.
656 N. Russell Street
Portland, Oregon

Attention Sidney H. Newell

Gentlemen:

This acknowledges receipt of your communications of November 15 and 16 with relation to the Blue Mountain Pass-Jackson Creek Section and the Jackson Creek-McDermitt Section of the I.-O.-N. Highway recently completed. As soon as I have had the requisite time to make an examination of your various requests, will reply to you in relation thereto.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H. G. Smith

Mr. Smith:

Please analyz e this situation and give me your recommendation.

FORM S-M-1 15719 500 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

La Grande, Oregon
November 19, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
NOV 20 1934

NOV 20

Attention Mr. H. G. Smith:

Dear Sir:

Subject matter: Jackson Creek-McDermitt final estimate.

NOTED
State Highway Engineer

I have returned from a trip to McDermitt where I made a careful investigation of the matters referred to in Mr. Newell's claim that he has not been allowed sufficient yardage on his grading contract No. 1559. I have gone over Mr. Chandler's notes and given careful attention to the manner in which he prepared the final estimate of the job. I find that Mr. Chandler has prepared the estimate in a very workmanlike manner and he has taken many notes during the progress of the work to assist him in preparing the estimate.

When Mr. Newell first started grading operations on this section he requested permission to borrow unrestrictedly as to width in order to more efficiently use the drag line method of embankment construction. Mr. Newell was given this permission and he proceeded with the work using a drag line only for some two and a half months before any hauling equipment was placed on the job. Mr. Newell's manner of procedure was to take each borrow section and throw up the material required with the drag line, leaving the cuts which were to be hauled away later. He was allowed to borrow material as shown by the profile in making all borrow up to the limits of the haul brackets. Mr. Chandler then carefully noted the stationing of each end of the borrow sections in order that he could readily determine the haul limits when the cuts were later taken out.

In preparing the mass diagram only the haul sections were massed as there was no occasion for any haul on the borrow sections. Actually there was a small amount of haul due to the fact that in throwing up the material with the drag line, no uniformity was secured and when it came to finishing, contractor moved the material back and forth to some extent with his tractors in order to secure uniform distribution. This accounts for the variation in ratio of the embankment and construction quantities as noted in each 200' bracket on the profile.

As to Mr. Newell's contention that he has not been allowed sufficient yardage. It is difficult for me to realize wherein Mr. Newell bases this assumption. Of all the grading projects which have come under my

Page 2. Final Estimate Jackson Creek-McDermitt.

observation, I know of no job that has balanced out closer to the profile quantities upon which the contractor bases his bid. The location survey on this section was performed by J. B. Weaver, an experienced locating engineer, and the actual quantities required for construction show that the estimate was carefully prepared—for instance, on the first fourteen miles of the project, which was the original section before Mr. Newell was granted the three-mile extension, the profile quantities show an estimated total of 134,085 yards whereas the actual quantities were 134,685 yards. On the three-mile extension granted to Mr. Newell, the estimated quantities were 23,651 yards whereas actual quantities as shown by the final estimate were 23,913 yards. This gives for the seventeen-mile section an estimated 157,736 yards as compared to the actual quantities moved of 158,598 yards. Overhaul is equally close, the total estimated haul being 100,740 station yards as compared with the actual 101,207 station yards as shown by the final estimate. The above figures are exclusive of stripping gravel pit excavation which item was not shown on the profile and is one of the contingencies for which the extra allowance is made.

On the entire length of the section, not one grade change was made and the job was constructed exactly to the plans upon which Mr. Newell based his bid. We are entirely familiar with Mr. Newell's propensity for submitting claims and were very careful in that we not require Mr. Newell to do anything whatsoever not covered by the specifications.

When Mr. Newell asked for an extension of time in which to complete the project, he gave as principal reason for the necessity of an extension the fact that he had encountered unexpected indurated materials. In my letter recommending the extension, I corroborated Mr. Newell's statement, as he did encounter considerable indurated materials. This should be a further indication that the original quantities would not be exceeded, as it is very natural that indurated or hard materials would not shrink as much as common soil or other lighter materials. Therefore, I believe we again have ample evidence that Mr. Newell has been allowed all the quantities that could possibly be allowed him.

As to the manner in which Mr. Chandler measured the excavated materials. All borrow and cut excavations were measured from grade stakes established with a Y level, which is the manner in which all grading jobs are ordinarily measured in this state. Mr. Chandler is of the opinion that he gave Mr. Newell a very liberal measurement, and he further states that if the job were to be remeasured carefully and conservatively , any variation that might occur would be an underrun of excavation quantities.

CHAIRMAN, PORTLAND
BURNE, EUGENE
CH, PENDLETON

S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Page 3. Final Estimate Jackson Creek-McDermitt.

IN REPLY PLEASE
REFER TO FILE NO.

As to the culvert pipes which Mr. Newell states he was required to move without compensation. Mr. Newell was required to lower two pipes on the first mile of the project. These pipes were staked to fit the drainage for which they were installed in advance of the grading operations and the contractor's superintendent was instructed that he was not to borrow below the elevation of the pipes. Although as a rule he watched this rather carefully, he did borrow far below the flow line of two of the pipes and it was necessary to lower the pipes in order that the drainage could then be handled adequately. Mr. Newell was not allowed payment for lowering these two pipes as it was solely through the negligence of his own forces that the lowering was required. He did, however, move one culvert pipe before the grade line was constructed for which he was entitled to compensation. Mr. Chandler requested that the pipe be moved and advised the contractor that he would be allowed payment for the same as force account. Mr. Chandler checked the cost of moving this pipe and found it to be $8.80 and advised both Mr. T. J. Williams, contractor's superintendent, and Mr. Olsen, representing the bonding company, that if they would submit a bill for moving this pipe, he would approve it. For some reason, however, they did not submit any such bill and Mr. Chandler advises me that they did not wish to bother presenting a force account bill for such a small sum.

In summing up the entire grading operation, I can see no basis at all for Mr. Newell's complaint and due to the fact that the estimate has been carefully prepared, we have ample notes to support the estimate and furthermore that the final estimate agrees so closely with the estimate upon which Mr. Newell prepared his bid, it is my recommendation that no consideration be given to Mr. Newell's claim. I will, of course, approve a force account bill for the moving of the pipe mentioned above, which might amount to $10.00 after the contractor's percentage is allowed. Mr. Newell has for several years had a propensity for submitting claims on any job he has undertaken and it is my belief that this is one job wherein the construction operations were performed in a manner in which no changes of any nature were made and that we can defeat Mr. Newell's claim should he wish to carry it further.

Yours very truly

W C Williams

Division Engineer

WCW:BH

cc Mr. R. H. Baldock
Extra copy.

FORM S-A-1 19743 15M 2 34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 16, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

As requested in your letter of November 15, we are sending you by express the following data in connection with the Jackson Creek-McDermitt Sec. of the I-O-N Highway in Malheur County.

Profile - Tracing (2)
Earthwork computation sheets
Mass Diagram

These data are a part of the final records for this project which you recently submitted.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R. H. Baldock ✓

FORM 8-A-1 19745 15M 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FLH3A

November 7, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

S. H. Newell states that they changed a number of culverts after they had been installed and that no provision was made for paying for this change. If facts are as they represent they should have been allowed force account for the change. Please investigate this and advise prior to submitting final estimate.

They also are dissatisfied with remeasurements, believing that a great deal more yardage has been moved than allowed them. Please discuss this with the resident engineer and examine carefully into his methods of remeasurement by a study of the cut and fill quantities as well as the location and construction profile to the end that we can absolutely be sure of the final estimate.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to ✓
R.H. Baldock

FORM 5-M-1 15718 500 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

T-P-3 A

November 6, 1934

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 7 19

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

I am enclosing semi-final estimate and force account bills on the Jackson Creek-McDermitt Section, Contract 1539, I.O.N. Highway in Malheur County.

By express there is being forwarded to you the following records in support of the semi-final estimate.

Profile in two parts
1 book computation sheets
2 books platted sections
Mass diagram in two parts
4 books field notes
22 material receipt books

Yours very truly

W C Williams

Division Engineer

WCW:BM

cc Mr. R. H. Baldock ✓

FORM 9-M-1 19719 500 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 6, 1934

FLP. A

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOV

Attention Mr. H. G. Smith:

Dear Sir:

All work on the Jackson Creek-McDermitt Section, I.O.N. Highway, in Malheur County, was satisfactorily completed by the S. H. Newell Company on October 10, 1934.

The total cost of this project was $42,122.54, which is approximately $1,000.00 under the project authorization. Engineering costs of this project, however, ran $4,252.00 or almost exactly ten per cent of the total cost. The principal cause of the high engineering cost was the lightness of the work which necessitated considerable engineering work in proportion to the amount of grading work. It was necessary for the engineering party to completely stake for all purposes a total of seventeen miles, whereas the quantities being light over this section and the contract price especially low, the result was the high engineering cost.

There was only a small variation in the actual quantities of excavation as compared to the estimated amount, the variation being an underrun of approximately five per cent. This underrun resulted from the extra allowance of quantities which was not required.

There was a slight variation in amounts of material hauled, the overhaul quantities underrunning about eight per cent and the truckhaul quantities overrunning. The total cost of the haul is approximately the same as the estimated amounts, however, and the slight variation resulted from slight changes in the haul of the quantities.

There was a considerable overrun in culvert pipe items. This overrun apparently was caused by the locating engineer being unable to correctly estimate the culvert pipe required, due to the entire country being covered with snow at the time this survey was made. During actual construction, during which time we had the opportunity of observing actual drainage condition, we found it necessary to install additional pipes at certain points.

RECEIVED NOV 7 193

Jackson Creek-McDermitt Section.

Roadbed topping shows a considerable underrun. The reason for this underrun is that during grading operations excellent topping materials were encountered within the roadbed excavations and such materials were held out and used as the top dressing on the grade, which eliminated the necessity of placing roadbed topping on such sections. The heavy underrun in hauling roadbed topping is partly accountable for due to the decrease in the amount of topping used and partly accountable from our ability to use more centrally located gravel pits than designated in the specifications. Inasmuch as the contractor sub-contracted the hauling of his material for 12¢ per yard mile and was receiving only 8¢ per mile according to his contract, every effort was made to assist the contractor in securing as many pits as possible in order to decrease the haul.

Yours very truly

W C Williams

Division Engineer

WCW:BH

cc Mr. R. H. Baldock ✓

November 3, 1934

FLP-3A

Mr. A. J. Johnson
Attorney at Law
Weatherly Building
Portland, Oregon

Dear Sir:

Reply is made to your letter of November 1 inquiring as to the proper procedure for the institution of a claim against an insolvent contractor on state highway work.

Notices of claims against public works should be filed in accordance with the provisions of Chapter 280, Laws of 1931, a mimeographed copy of which is enclosed. Notices of claims against state highway work should be filed with the Secretary of State prior to the expiration of a period of six months from the date of completion of the project.

In order to secure a certified copy of the contract and bond, it is required that an affidavit of claim be filed with the department awarding the contract; in this particular instance, the State Highway Commission will be pleased to furnish you with a certified copy upon receipt of this affidavit.

Very truly yours,

Secretary

HBG:AJ

A. J. JOHNSON
ATTORNEY-AT-LAW

WEATHERLY BUILDING
PORTLAND, OREGON

November
One
1934

State Highway Commission
Salem
Oregon

Gentlemen:

If consistent, will you kindly advise me the proper procedure for institution of claim in instance of a contractor becoming insolvent and work under contract with the State of Oregon being completed by contractor's bondsmen? I am particularly interested in the case of contract of the S. H. Newell Company for work in the vicinity of McDermitt, which work is being completed by the U.S. F. & G. Company. The reason for this inquiry is that there is a possibility I may have a small claim to present and, not being acquainted with the terms of the bond or contract, would deem it a favor if you would advise me. Trusting you can furnish me this information with the minimum of inconvenience, I am,

Very truly yours,

A. J. Johnson

AJJ/rh

Form 330—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FLP 3A

For Week Ending November 3, 1934

Section Jackson Creek-McDermitt

Kind of work Grading

Highway I.O.N.

Section prefix 123 PA.

Contractor S. H. Newell & Co.

Contract number 1539

Date of contract Nov. 15, 1933

Date of completion May 31, 1934

Date work started Jan. 3, 1934

Estimated date of completion Oct. 10, 1934

Amount of contract $38450.00

Per cent of time elapsed 167 %

Estimated cost of completed project, exclusive of engineering $37870.68

Per cent of contract completed, based on total contract price 98.5 %

Engineering costs to date, $425.186, %

Date project was completed Oct. 10, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished and sent off semi final estimate Thursday.

RECEIVED
NOV - 1934
OFFICE OF CONSTRUCTION ENGINEER

Signed R. R. Chandler

Address McDermitt, Nevada

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

cc Mr. R. H. Baldock

FORM S-M-1 14280 500 3-34

	GRADING	SURFAC G	MA TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	17.0				
Miles partially completed	17.0				
Miles completed	17.0				
Total estimated quantities	161413	163559			
Estimated quantities moved or placed to date	161413	163559			
Average daily quantities	–	–			
Average daily quantities necessary to complete project on time	0	0			
Number shifts per day	–	–			
Hours per shift					
Average force on project for week	–	–			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 8-M-1 14880 800 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

FLP 3A

November 3, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. B. Glaisyer:

Dear Sir:

With reference to the request of the S. H. Newell Company for a second extension of time to permit completion of the Jackson Creek-McDermitt and Blue Mountain Pass-Jackson Creek Sections of the I.O.N.Highway in Malheur County.

Mr. Newell was granted one extension of time on each contract. The extension on the Jackson Creek-McDermitt Section expired on September 1st and the extension on the Blue Mountain Pass-Jackson Creek Section expired on October 1, 1934. Mr. Newell states that the unexpected encounter of solid rock materials necessitated moving additional equipment and delayed preparations for the carrying on of blasting operations. There is no reason for Mr. Newell to assume that there would be no rock encountered, as 7,000 cubic yards of solid rock were listed in the estimated quantities. The main reason for Mr. Newell's failure to complete the project on time was lack of sufficient equipment and Mr. Newell had sufficient time to have placed such additional equipment on the job prior to the expiration of his first extension of time.

Travelling public has not been inconvenienced by the contractor's delay in completing the projects, but the engineering cost to the State has been considerably in excess of the average for a grading project. I therefore recommend that the S. H. Newell Company be granted an extension of time to November 10, 1934, but that all engineering expense subsequent to October 1st be charged to the contractor.

Yours very truly

W C Williams

Division Engineer

WCW:EH

cc Mr. R. H. Baldock

3-A

November 2, 1934

United States Fidelity & Guaranty Company
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have just received notification from the Beall Pipe and Tank Corporation of their claims against S. H. Newell & Company for materials furnished that company in connection with its following contracts with the State Highway Commission:

Grading of Jackson Creek-McDermitt Section of #1539
I.O.N. Highway, Federal Lands Project No. 3-A,
in Malheur County. $4707.30

Grading of Blue Mountain Pass-Jackson Creek
Section of I.O.N. Highway, Federal Lands Highway, #1612
Project No. 3-B, in Malheur County. $1689.52

This notification is given you since you appear as surety on the bond furnished by the contractor in connection with each of these projects.

Very truly yours,

RBG:OG

Secretary.

cc S. H. Newell & Co.
656 N. Russell St.
Portland, Oregon

3-A

November 2, 1934

Beall Pipe and Tank Corporation
Kenton Station
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of October 31st advising us of your claims against S. H. Newell & Company for materials furnished that company in connection with the following contracts with the State Highway Commission:

Grading of Jackson Creek-McDermitt Section of I.O.N Highway, Federal Lands Project No. 3-A, in Malheur County	$4,707.30	3 A
Grading of Blue Mountain Pass-Jackson Creek Section of I.O.N. Highway, Federal Lands Highway Project No. 3-B, in Malheur County.	$1,689.52	3 B

We are today making note of your claims in record against these jobs, and we are also advising the bonding company and the contractor that the claims have been filed.

Very truly yours,

RBG:OG

Secretary.

TRADE BEALL MARK

BEALL PIPE AND TANK CORPORATION

ELECTRIC WELDED PRESSURE PIPE - METAL TANKS
CORRUGATED CULVERT - METAL FLUME - IRRIGATION
DRAINAGE SUPPLIES
STRUCTURAL STEEL WORK
METAL SPECIALTIES

PORTLAND (KENTON) OREGON

October 31, 1934

Oregon State Highway Department,
Salem, Oregon

Gentlemen:

Enclosed are notices of claims we have against S. H. Newell & Company of Portland, Oregon, for materials furnished said company for use on grading projects in the State of Oregon. We are advised that the work on these jobs has been completed by the contractors. The claims are as follows:

On Grading of Jackson Creek-McDermitt Section of I.O.N. Highway, Federal Lands Project No. 3-A, in Malheur Co., State of Oregon	$4,707.30
On Grading of Blue Mt. Pass-Jackson Creek Section of I.O.N. Highway, Federal Lands Highway Project No. 3-B, in Malheur County, State of Oregon	1,689.52

Yours truly,

BEALL PIPE & TANK CORPORATION

Vice-President

LBA

TO

Oregon State Highway Department,
Salem, Oregon

United States Fidelity & Guaranty Co.
Porter Building,
Portland, Oregon

S. H. Newell & Company,
656 N. Russell St.
Portland, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, BEALL PIPE AND TANK CORPORATION of Portland, Oregon, has a claim in the sum of FOUR THOUSAND SEVEN HUNDRED SEVEN and 30/100 ($4,707.30) DOLLARS against the bond taken from S. H. Newell & Company of Portland, Oregon, by the United States Fidelity & Guaranty Company with offices in the Porter Building, Portland, Oregon, for materials furnished to said S. H. Newell & Company, including Corrugated Culvert Pipe, to be used by said S. H. Newell & Company on grading of the Jackson Creek-McDermitt Section of I.O.N. Highway, Federal Lands Project No. 3-A, in Malheur County, Oregon, which materials were furnished under invoice dated January 6, 1934, in the amount of $1,910.30, invoice dated January 20, 1934, in the amount of $2,483.76, invoice dated April 6, 1934, in the amount of $226.76, and invoice dated May 25, 1934, in the amount of $86.48 (copies of said invoices being attached hereto), totaling $4,707.30, and which said sum of $4,707.30 is now and at this date due, owing and unpaid to said Beall Pipe and Tank Corporation of Portland, Oregon.

Dated at Portland, Oregon, this 31st day of October, 1934.

BEALL PIPE AND TANK CORPORATION

By F. V. Romig
Vice-President

FORM 10 11-32 10M LAKE-RILES STANDISH CO.

INVOICE

BEALL PIPE & TANK CORPORATION

PORTLAND, (KENTON) OREGON

OUR INVOICE NO. 27406

OUR ORDER NO. 6268

YOUR ORDER 1-3-34

DATE SHIPPED 1-6-34

F. O. B. Winnemucca, Nev.

TERMS 10%-60 days; 5%-75 days; Net thereafter

SOLD TO S. H. Newell & Co.,

ADDRESS 656 N. Russell St., Portland, Oregon

SHIPPED TO Same

ADDRESS Winnemucca, Nev.

ROUTED S P Freight Prepaid

CAR INITIAL AND NO.

DATE Jan. 6, 1934

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
METAL SIGNS
METAL PRODUCTS

8 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

PHONE WALNUT 3171

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	ULOY Brand Corr. Culvert Pipe - Dipped Conforming to specifications of Oregon State Highway Department - Inspected before dipping. JOB - Grading the Jackson Creek-McDermitt section of I-O-N Highway - Project #3-A in Malheour County, Ore.			
634	ft. 16 ga. 18" diam. Culvert	634 ft.	$1.52 ft.	$963.68
170	ft. 14 ga. 24" " "	170 ft.	2.39 ft.	406.30
110	ft. 12 ga. 36" " "	110 ft.	4.30 ft.	473.00
16	only 18" diam. Connecting Bands	16	2.16 ea.	34.56
6	Only 24" " " "	6	2.68 ea.	16.08
4	only 36" " " "	4	4.17 ea.	16.68
				$1910.30

(C O P Y)

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

FORM 10 11-32 10M LANE-MILES STANDISH CO.

INVOICE

BEALL PIPE & TANK CORPORATION

PORTLAND, (KENTON) OREGON

OUR INVOICE NO. 27465

OUR ORDER NO. 6327

YOUR ORDER 1-20-34

DATE SHIPPED 1-20-34

F. O. B. Winnemucca

TERMS 10% 60 days
5% 75 days
Net thereafter

SOLD TO S. H. Newell Co.,

ADDRESS 656 N. Russell St., Portland, Oregon

SHIPPED TO Same

ADDRESS Winnemucca, Nevada

ROUTED Southern Pacific - Prepaid

CAR INITIAL AND NO. T&NO 20660

DATE Jan. 20, 1934

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
METAL SIGNS
METAL PRODUCTS

8 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

PHONE WALNUT 3171

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	ULOY brand Corr. Culvert Pipe - DIPPED IN PIONEER MINERAL RUBBER Conforming to specifications of Oregon State Highway Dept., and inspected at our plant before dipping. JOB - Grading the Jackson Creek-McDermitt section of I-O-N Highway - Federal Lands project #3-A, in Malheur County, Oregon			
1190	ft. 16 ga. 18" diam. culvert	1190 ft.	$1.52 ft.	$1808.80
118	ft. 14 ga. 24" diam. culvert	118 ft.	2.39 ft.	282.02
72	ft. 12 ga. 36" diam. culvert	72 ft.	4.30 ft.	309.60
31	only 18" diam. connecting bands	31	2.16 ea.	66.96
3	only 24" diam. connecting bands	3	2.68 ea.	8.04
2	only 36" diam. connecting bands	2	4.17 ea.	8.34
				$2483.76

(C O P Y)

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

FORM 10 11-32 10M LANE-MILES STANDISH CO.

INVOICE

BEALL PIPE & TANK CORPORATION

PORTLAND, (KENTON) OREGON

DATE April 6, 1934

OUR INVOICE NO. 28000
OUR ORDER NO. 6809
YOUR ORDER 4-3-34
DATE SHIPPED 4-6-34
F. O. B. Winnemucca, Nev.
TERMS 10% - 60 days
5% - 75 days
Net thereafter

SOLD TO S. H. Newell Co.,
ADDRESS 656 N. Russell St., Portland, Oregon
SHIPPED TO Same
ADDRESS Winnemucca, Nev.
ROUTED S. P. Freight - Charges Prepaid
CAR INITIAL AND NO.

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
METAL SIGNS
METAL PRODUCTS

8 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

PHONE WALNUT 3171

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	ULOY Corr. Culvert Pipe - Conforming to Oregon State Specifications - Dipped in Pioneer Mineral Rubber - Inspected at plant before dipping. JOB: Grading the Jackson Creek-McDermitt Section of I.O.N.Highway Federal Lands Project #3-A, in Malheur County, Ore.			
36	ft. 12 ga. 48" diam. Culvert	36 ft.	$6.08 ft.	$218.88
1	only 48" diam. Connecting Band			5.72
1	only 18" diam. Connecting Band			2.16
				$226.76

(C O P Y)

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

FORM 10 11-32 1M LANE-MILES STANDISH CO.

INVOICE

BEALL PIPE & TANK CORPORATION

PORTLAND, (KENTON) OREGON

OUR INVOICE NO. 28272

OUR ORDER NO. 7181

YOUR ORDER 5-25-34

DATE SHIPPED 5-25-34

F. O. B. Portland - Frt. allowed at carload rate

TERMS 10% 60 days; 5% 75 days; Net thereafter

DATE May 25, 1934

SOLD TO S. H. Newell Co.,

ADDRESS 656 N. Russell St., Portland, Oregon

SHIPPED TO Same

ADDRESS Same - Winnemucca, Nevada

ROUTED Truck

CAR INITIAL AND NO.

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
METAL SIGNS
METAL PRODUCTS

8 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

PHONE WALNUT 3171

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	ULOY Brand Corr. Culvert Pipe - Dipped - Conforming to Oregon State Highway Department specifications - Inspected at our plant before dipping. JOB: Grading the Jackson Creek-McDermitt Section of I-O-N Highway Federal Lands Project #3-A in Malheur County, Oregon.			
44	ft. 16 ga. 18" diam. Culvert	44 ft.	$1.52 ft.	$66.88
4	ft. 14 ga. 24" diam. Culvert	4 ft.	2.39 ft.	9.56
9	only 18" diam. connecting bands	9	2.16 ea.	19.44
1	only 24" diam. connecting band	1	2.68 ea.	2.68
				$ 98.56
	Less freight allowance on 1050 lbs. @ $1.15 cwt.			12.08
				$86.48

(C O P Y)

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

TO

Oregon State Highway Department,
Salem, Oregon

United States Fidelity & Guaranty Co.
Porter Building,
Portland, Oregon

S. H. Newell & Company,
656 N. Russell St.
Portland, Oregon

NOTICE HEREBY IS GIVEN that the undersigned, BEALL PIPE AND TANK CORPORATION of Portland, Oregon, has a claim in the sum of ONE THOUSAND SIX HUNDRED EIGHTY-NINE AND 52/100 ($1,689.52) DOLLARS against the bond taken from S. H. Newell & Company of Portland, Oregon, by the United States Fidelity & Guaranty Company with offices in the Porter Building, Portland, Oregon, for materials furnished to said S. H. Newell & Company, including Corrugated Culvert Pipe, to be used by said S. H. Newell & Company on grading of the Blue Mt. Pass-Jackson Creek Section of I.O.N. Highway, Federal Lands Highway Project No. 3-B in Malheur County, State of Oregon, which materials were furnished under invoice dated April 6, 1934, in the amount of $1,689.52 (copy of said invoice being attached hereto), and which said sum of $1,689.52 is now and at this date due, owing and unpaid to said Beall Pipe and Tank Corporation of Portland, Oregon.

Dated at Portland, Oregon, this 31st day of October, 1934.

BEALL PIPE AND TANK CORPORATION

By H. V. Romig
Vice-President

FORM 10 11-32 10M LAKE-MILES STANDISH CO.

INVOICE

BEALL PIPE & TANK CORPORATION

PORTLAND, (KENTON) OREGON

OUR INVOICE NO. 27999

OUR ORDER NO. 6808

YOUR ORDER 3046

DATE SHIPPED 4-6-34

F. O. B. Winnemucca, Nev.

TERMS 10% - 60 days
5% - 75 days
Net thereafter

DATE April 6, 1934

SOLD TO S. H. Newell Co.,

ADDRESS 656 N. Russell St., Portland

SHIPPED TO Same

ADDRESS Winnemucca, Nev.

ROUTED Southern Pacific - Frt. prepaid

CAR INITIAL AND NO.

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
METAL SIGNS
METAL PRODUCTS

8 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

PHONE WALNUT 3171

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	ULOY Corr. Culvert Pipe conforming to Oregon State Highway specifications - Dipped in Pioneer Mineral Rubber - Inspected at plant before dipping. JOB - Blue Mt. Pass-Jackson Creek section of I.O.N. Highway, Federal Lands Highway Project #3-B in Malheur County, Ore.			
748	ft. 16 ga. 18" diam. Culvert	748 ft.	$1.58 ft.	$1181.84
178	ft. 14 ga. 24" diam. Culvert	178 ft.	2.49 ft.	443.22
20	only 18" diam. connecting bands	20	2.35 ea.	47.00
6	only 24" diam. connecting bands	6	2.91 ea.	17.46
				$1689.52

(C O P Y)

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

1539

FLP 3-A

October 29, 1934

Shell Oil Company
Shell Building
Seattle, Washington

Attention: Mr. Frank J. Hurner,

Gentlemen:

In reply to your communication of October 26 regarding State Highway Contract No. 1539, advise that this contract was completed by the contractor, S. H. Newell & Company, on October 10, 1934. The project will probably be accepted by the State Highway Commission at the next regular meeting which is scheduled to be held on November 1, 1934.

Yours very truly,

HBG:MC

Secretary

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH

SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Oct. 26, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Oregon State Highway Contract #1539, Jackson Creek - McDermitt Section in Malheur County; S. H. Newell and Company, contractors.

In your letter of September 14th you advised us that the above contract was approximately 97% complete on September 1st and we shall appreciate knowing whether or not the contract is now completed and if so has it been accepted by your department? If it has been accepted we shall appreciate knowing the date.

Yours very truly,

SHELL OIL COMPANY

DEB:NEZ

A. S. Burroughs.
for FRANK J. HURNER
Division Credit Manager

111-5

3-2

October 24, 1934

Linde Air Products Company,
599 Eight Street,
San Francisco, California.

Attention: H. J. Turnell, Credit Dept.

Gentlemen:

Receipt is acknowledged of your letter of October 22nd concerning the S. H. Newell & Company contract.

Please be advised that the above firm has two contracts with the State Highway Commission is southeastern Oregon which are described as follows:

Contract No. 1539 - Jackson Creek-McDermitt Section of the I-O-N Highway in Malheur County, 14.0 miles of grading. Completed October 10, 1934. Has not yet been accepted by the Highway Commission.

3-15

Contract No. 1612 - Blue Mountain Pass-Jackson Creek Section of the I-O-N Highway in Malheur County, 5.2 miles of grading. Estimated date of completion is November 1, 1934.

The bond furnished in connection with both of the above contracts was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles who has offices in the Porter Building, Portland, Oregon, is resident agent.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1539

LINDE AIR PRODUCTS COMPANY—PACIFIC COAST
UNIT OF UNION CARBIDE AND CARBON CORPORATION
UCC
599 EIGHTH STREET
SAN FRANCISCO, CALIF

LINDE OXYGEN
UNION CARBIDE
PREST-O-LITE ACETYLENE
OXWELD APPARATUS AND SUPPLIES

EVERYTHING FOR OXWELDING AND CUTTING
LINDE OXYGEN
Prest-O-Lite DISSOLVED ACETYLENE
Oxweld APPARATUS AND SUPPLIES
UNION CARBIDE
UCC

October 22, 1934

Oregon Highway Commission,
Salem,
Oregon.

Gentlemen:

The firm of S. H. Newell & Company with offices at 656 North Russell Street, Portland, Oregon, has been purchasing supplies from us to be used on a contract being performed near Winnemucca, Nevada, which we understand extends from the Nevada-Oregon State Line northerly. In order that we may have information for our own protection should it become necessary to look to the bonding company, will you be good enough to inform us as to whether the contract is a State Contract and if so, advise the name and address of the bonding company that bonded the job. Also please advise the description of the contract, that is, the number and location, as well as the date work on it was begun and the scheduled date of completion.

This information will be very much appreciated and for your convenience, we are enclosing a self-addressed, stamped envelope.

Very truly yours,

N.J.Turmell/OW

Credit Department

#1539

11 3a

September 14, 1934

Shell Oil Company,
Seattle, Washington.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of September 6th we wish to advise that the S. H. Newell & Company Contract No. 1539 - Jackson Creek-McDermitt Section in Malheur County, was approximately 97% complete on September 1st. The estimated date of completion on this contract is September 15th.

We have no knowledge of any claims against this contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1539
Mal. Co

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

September 6, 1934

Oregon State Highway Commission
Salem, Oregon

S. H. NEWELL COMPANY - CONTRACTOR
OREGON STATE HIGHWAY CONTRACT 123PA
No. 1539 - JACKSON CREEK - McDERMITT
SECTION IN MALHEUR COUNTY, OREGON

Dear Sirs:

We shall appreciate your advising us what progress has been made on the above contract, giving the percentage of work finished. If this job has been completed, has it been accepted by the State of Oregon, and, if so, on what date?

We shall also appreciate knowing the total amount of liens filed todate.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

DEB.IB

[illegible]

97%

ff-3a

September 10, 1934

Mr. Carl Smith, Auditor

Office

Dear Sir:

I hand you assignments in duplicate whereby S. H. Newell & Co. assigns all monies due or to become due in connection with its two contracts, Nos. 1539 and 1612 in Malheur County, to the U. S. Fidelity & Guaranty Company.

Will you kindly prepare future vouchers in conformance therewith?

Very truly yours,

Secretary

HBG:AJ

September 10, 1934

U. S. Fidelity & Guaranty Company
1208 Porter Building
Portland, Oregon

Attention of Mr. W. A. Wiest

Gentlemen:

Thank you for your letter of September 8 enclosing assignments of S. H. Newell & Company to U. S. Fidelity & Guaranty Company of all monies due or to become due them in connection with their two contracts in Malheur County, being Contracts Nos. 1539 and 1612.

Inasmuch as we need only three copies of the assignment, I am returning the fourth copy of each to you for your records and files.

Very truly yours,

Secretary

HBG:AJ

Portland 104 10m 4-2-34

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

September 8, 1934

In re: S. H. Newell & Company

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In accordance with your request of September 6, 1934, we have had the assignments in the above captioned matter executed in quadruplicate, and enclose them herewith.

Yours very truly,

waWiest

jh
Encs.

FORM 5-M-1 14550 500 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
August 16, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. B. Glaisyer

NOTED
State Highway Engineer

Dear Sir:

With reference to the application of S.H. Newell & Co. for an extension of time on the Jackson Creek-McDermitt Section, contract #1539, to September 1st, 1934, and on the Blue Mountain Pass-Jackson Creek Section, contract #1612 until October 1, 1934.

Mr. Newell took these two contracts at a very low figure evidently not anticipating the need of a great amount of equipment as the cost of transporting equipment to that isolated section is quite expensive. Owing to the encountering of slightly harder materials in the excavation than was anticipated, the contractors have been unable to make the anticipated progress.

The engineering costs of the job will be approximately 8% which is somewhat higher than the average, but due to the lightness of the work and the low cost per mile, this ratio is not excessive. The traveling public has not been inconvenienced as this section does not complete the highway and hence is of no special benefit to traffic at this time.

I therefore recommend that Mr. Newell be granted the extension of time he requests, without penalty.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OG

cc R. H. Baldock. ✓

#1539

1-p 3a

August 14, 1934

S. H. Newell & Company,
656 N. Russell Street,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of August 1st requesting an extension of time on your contracts No. 1539 - Jackson Creek-McDermitt Section and No. 1612 - Blue Mountain Pass-Jackson Creek Section in Malheur County.

Please be advised that before your application can be presented to the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the above contracts. Kindly secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to W. C. Williams.

Mr. Williams:

Copy of their letter is attached hereto. Kindly advise us of your recommendation in connection with the granting of the extensions.

H. B. Glaisyer.

FORM 5-M-1 13031 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 1, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. R. G. Smith

Dear Sir:

I am submitting Extra Work Order No. 1 on the Jackson Creek-McDermitt Project, dovering the construction of a 12" siphon pipe 60 ft. in length. It is necessary to construct this pipe to carry the waters of an irrigation ditch in the town of McDermitt, which was not included in the contract. I attempted to secure a price agreement for this work from S. H. Newell & Co. but the lowest figures they would submit were $3.50 per lineal ft. for pipe and $35.00 per yard for concrete. I consider these prices entirely out of reason, and therefore am submitting the extra work order. As they will be through on this section in about two weeks, I will appreciate your early approval of the order.

Very truly yours,

W C Willia

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock.

NOTED
Dep'y Highway Engineer

#1539

1 p 3a

July 19, 1934

Shell Oil Company,
Shell Building,
San Francisco, California.

Attention: M. H. Philips.
Credit Dept.

Gentlemen:

Receipt is acknowledged of your letter of July 17th concerning the S. H. Newell & Company Contract No. 1539 - Jackson Creek-McDermitt Section of the I-O-N Highway in Malheur County.

Please be advised that the above contract is approximately 78% complete. The completion date of the contract is July 31, 1934. The contractor has been paid $27,09[illegible] to date and the retained percentage is $2,883.75.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1539

SHELL OIL COMPANY

SHELL BUILDING

SAN FRANCISCO, CAL.

SHELL PETROLEUM PRODUCTS

CABLE ADDRESS
SHELL-SAN FRANCISCO
CODES USED
BENTLEYS (OIL EDITION)
SCOTT'S (10TH EDITION)

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

July 17, 1934

STATE OF OREGON,
Division of Highways,
Salem, Oregon

Gentlemen:

S. H. NEWELL, 656 NO. RUSSELL ST.,
PORTLAND, OREGON -

Will you please inform us whether or not the above firm's state job No. 123-PA located between McDermitt and 15 miles North has been completed and accepted.

In the event the job has been accepted we should appreciate your informing us the acceptance date.

Yours very truly,

SHELL OIL COMPANY

M. H. Philips

Credit Department Rw

GRC:EMM
DD

[illegible] - $27,091.99
Extra $2,883.75
Earned $29,975.74

7870

FORM 5-C-1 12033 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

July 17, 1934

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Department
Salem, Oregon

Attention H. G. Smith

Dear Sir:

The Warm Springs job has been completed and will be sent to you tomorrow and if you will have the descriptions checked and sent to Judge King he will secure the right of way at once.

We reworked this job changing the slopes to 1 to 1 and revised the curves at the top of the grade. These changes increased the job and an estimate is now $118,228 including the usual 10 per cent. This exceeds the original allotment of $114,000 but I have hopes that the contractor may bid under the estimate. This is a fine whinter job and may appeal to someone with a large shovel.

There are test pits dug in each cut down to grade except when the solid rock comes clear to the top of the ground up between stations 380 and 410. In arriving at a price for the excavations I classified each excavation bracket on the profile. In money, this computation will be attached to the profile for your information.

It would be hard to classify this job on either a two or three classification basis due to the diversity of material encountered. The lowest price used was 20 cents for common excavation at the ends of the cuts that could be moved with a bulldozer. Basaltic Rock at the top of the grade was priced at 65 cents, soft sand stone rock at 50 cents and the other materials at prices ranging between 20 and 50 cents.

I beleive it is entirely possible that we will get a 40 cent bid but my friend Probert said that we always based our price on the allotment rather than what we beleived to be the real cost so I thought for once I would cross him up.

It would be hard to shorten the job, if we left a portion on the lower end between two completed section it would look bad and if we left off before we got to the top of the hill we could not make a connection to the present road.

Yours very truly,

K. D. Lytle
Division Engineer

kdl/jj

8M-3-A-1 12850 8M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

H. I. O. 3

OREGON STATE HIGHWAY COMMISSION
SALEM

June 12, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Lieut. (j.g.) H. J. Oliver, U. S. C. & G.S.,
Richfield, Utah.

[illegible]
State Highway Engineer

Dear Sir:

On request of Mr. L. A. McArthur, I am sending you a blue print map of southeastern Oregon showing in solid line the located line of the Idaho-Oregon-Nevada Highway from McDermitt, Nevada to Jorden Valley via Rome, with a branch to Folly Farm.

Work was begun last fall at McDermitt and 17 miles of road constructed north. Since then another 6 mile section has been contracted and is being built now.

I am informed that you will run a line of levels approximately along the route of this survey and in that case would appreciate it if you could set your permanent marks as close as possible to the line of the survey, understanding also that they be in position where they will not be disturbed during grading operations. When your party arrives at McDermitt, its chief should get in touch with our resident engineer, Mr. L. R. Chandler, who will give him all information possible as to the location of permanent marks already set along this line, and to level lines run by the locating engineer.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
.le

CC to
R. H. Baldock
L. A. McArthur
W. C. Williams
L. R. Chandler

FORM 5-M-1 13981 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 2, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

S. H. Newell & Company have requested an extension of time from May 31st to July 31st on their Jackson Creek-McDermitt Grading Project, contract No. 1539.

This project was extended three miles in accordance with the special provisions which gave the right to adjust the length of the project. No additional engineering charges will be incurred if this extension is granted as it is necessary to maintain an engineering party at McDermitt for work on the Blue Mountain Pass-Jackson Creek Section. As this highway is not completed northerly no inconvenience will be caused the traveling public. It is, therefore, my recommendation that the extension of time be granted as requested without penalty.

Very truly yours,

W C Williams

Division Engineer.

CW:OG

cc R. H. Baldock.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USPW NRFL 3-A

POST OFFICE BUILDING
PORTLAND, OREG.

April 12, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Hwy- 18454

Form P. R. 2

State Oregon

U. S. Public Works Project No. NRFL 3, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between the Oregon State Highway Commission

constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory Act of June 24, 1930 (46 Stat. 805), and the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 22nd day of October, 1932, a project statement, which was approved by the Secretary on the 1st day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 26th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty thousand, twenty-nine and no/100

dollars ($40,029.00) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources - Funds to the extent of $40,029.00 will be made available under Sec. 205, Title II of the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933. (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the Oregon - Nevada State line at McDermitt, and survey station 897+00 in the S.W. 1/4 of Sec. 27, T. 38 S., R. 48 E. (excepting therefrom those portions between survey stations 0+00 and 26+52, and between survey stations 197+88 and 216+88), length 16.126 miles, in Melheur County, being Section A of Oregon U. S. Public Works project No. NRFL 3, consisting of 16.126 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length.~~ locally as the McDermitt - Jackson Creek section of the I. O. N. Highway, between McDermitt and a point southwest of Rome.

8—5518

ROADS

MAR 24 1934
PORTLAND ORE

FORM 8

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5318

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of forty thousand, twenty-nine and no/100 dollars ($40,029.00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~ the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

FORM 5

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3d day of april, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Les Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission.
(Title of officer)

By Carl Washburn

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRFL 3-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 40,029.00 as the total estimated cost of said project, and the sum of $ 40,029.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 3d day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

FORM 5 A-1 11934 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

14

OREGON STATE HIGHWAY COMMISSION

SALEM

March 22, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

In checking over the estimates obtained for the Warm Springs Highway between Bear Springs and the Deschutes River, it is noted that rather a large quantity of gravel topping was contemplated; this topping on four sections varying from 2200 to 7100 cubic yards per mile.

Will you please advise where this topping was to be obtained, and the haul divide.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

11f-3a

March 19, 1934.

Mr. R. H. Newell,
Board of Trade Bldg.,
Portland, Ore.

Dear Sir:

Your letter to Mr. Scott complaining of your monthly estimates on the Jackson Creek-McDermitt Section has been forwarded for answering here.

When I informed you that the semi-monthly estimate for February would be issued you I did not realize that the date was already January 10th, which is the date for the forwarding of the monthly estimate to the Division Office. For this reason no time could be gained in the field by the issuing of the semi-monthly estimate, but I have made arrangements by which the Salem office would rush the estimate through. That this estimate was expedited was indicated by the signing of the voucher on February 17th, which was just one week after the date for making up the estimate.

I am advised by the division office that you were mistaken that you were entitled to any estimate on January 10th. They state that you did not start work until January 7th and had only moved 1500 yards up to January 10th, and had no material on hand for which allowance could be given.

The Oregon state laws require a rather complicated procedure to support a paymenf of public funds and for this reason it has been found impractical to expedite the payment of monthly estimates beyond the time customarily taken.

It is expected therefore that the contractor will take this into consideration when he is bidding on work and arrange his finances accordingly.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

March 9, 1934.

MAR 10

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon NRFLH No. 3, Sec. A

Dear Sir:-

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

It was our understanding that Public Lands funds would be requested for the survey of this project, and on that assumption $10,000 was earmarked for this work. As papers for the preparation of the project agreement have not been submitted, and as the project agreement should be executed before July 1st, the matter is being called to your attention.

The project statement sketch map submitted for this project shows the southern end in R. 42 E instead of R. 43 E. Since the survey there are doubtless many changes over the original sketch map. It is requested therefore that revised sketch maps (five copies) be submitted.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

Encls.

P.S. Enclosed also is an approved copy of the detail estimate, upon which the project agreement was based, together with approved copy of specifications.

FORM 8-M-1 10410 500 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1 p 3a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 6, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

I have your letter accompanied by the complaint from S. H. Newell as to the amount of his February 10th estimate on the I-O-N Highway.

NOTED
State Highway Engineer

I wish to advise that Mr. Newell is complaining without any justification on this matter as we do not hold back any percentage of the work performed in the field. As to the January 10th estimate which he complains of not being submitted, Mr. Newell did not start moving material on the Jackson Creek-McDermitt job until January 7th, and up until January 10th moved only 1500 yards which at his bid price of 15¢ per yard would have resulted in an estimate of only $225.00. As per the General Specifications, Section 6, estimates are not submitted for amounts less than $500.00, therefore no estimate was submitted on January 10th date.

We are handling the I-O-N work exactly the same as any other and Mr. Newell is receiving exactly the same consideration given any other contractor in the Division.

I am returning Mr. Newell's letter.

Very truly yours,

W. C. Williams

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock.

FORM S A-1 11824 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

L-3a

OREGON STATE HIGHWAY COMMISSION
SALEM

March 5, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

I am forwarding you a letter from S. H. Newell & Company complaining that the Resident Engineer on the Jackson Creek-McDermitt is holding back a percentage pending the completion of the work.

It is the practice of the department to issue progress estimates of the full amount of the work done and to consider that the retain of 15% will cover the cost of any finishing which might be done, therefore please take this matter up with Chandler and endeavor to satisfy the contractors by your speed in getting your estimates into the Salem office, and also cover the full amount due in the progress estimates.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

FORM 8-M-1 10410 500 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Hp 3a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 9, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing Price Agreement #2 on the Jackson Creek-McDermitt Section of the I-O-N Highway in Malheur County, covering the installation of 36lineal feet of 48" corrugated iron culvert pipe.

An investigation of drainage in Ten Mile Creek indicates that a pipe of at least a 48" size would be required to adequately care for the drainage. As no bid item was submitted for 48" pipe, the Price Agreement is necessary.

No additional authorization of funds will be required, and I will appreciate your early approval.

Very truly yours,

W C Williams

Division Engineer.

WCW:CG
Encl.

cc R. H. Baldock

3lp-3a

January 22, 1934

S. H. Newell & Co.
653 No. Russell Street
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1559 which was awarded to you on November 15 for construction work on the Jackson Creek-McDermitt Section of the I-O-N Highway in Malheur County.

This copy is being sent to you for your files.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

January 19, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of December 21, in which inquiry is made concerning a discrepancy in the location of the south end of Project NRH 3-A, as given in the several maps which have been submitted to you. Please be advised that the dividing line which crosses the highway at Station 247 should be correctly indicated as between range 42 east and range 43 east.

In connection with the comment made in the last paragraph of your letter concerning rights of way on government-owned lands, we are sending, under separate cover, one original 1,000-foot scale map showing the alignment of the L-O-B Highway from Station 0+00 to approximate Station 1167+00. A certification has been made on the map by the Register of the Local Land Office at The Dalles as to the government-owned lands which are traversed by the highway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Regarding P.S.& E. for Oregon U.S.Public Works project NRFL 3-A, we have been advised as follows:

> "Plan sheet No. 3 shows the south end of the project in R 42 E. The following plan sheets and the title sheet show the project from Sta. 0 to 247 in R 43 E. The title sheet does not agree with the project statement sketch map. Please ascertain what corrections should be made and advise."
>
> "We find no evidence in the papers submitted that rights of way have been approved by the Secretary of the Interior. As you know, the right of way for Federal Lands projects must be obtained under the provisions of Section 17 of the Federal Highway Act."

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

December 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Jackson Creek-McDermitt Section, Federal Lands Highway Project No. 5-A.

For the reason that the specifications for this work provide for an extension of the work, the contract has been prepared to include work to Sta. 897+00 and the agreement estimate likewise covers this additional work.

The plans call for 36" culverts at Stations 770 and 893 and as there is no bid price for this item it has been necessary to request a supplemental bid from the contractor. The item has been included in the agreement estimate and five copies of the supplemental price agreement are enclosed herewith.

We are sending five blueprint copies each of plan sheets 1, 2 and 18 showing the revised project limits.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH-8-A

JACKSON CREEK-McDERMITT SECTION
OF THE I-O-N HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1935

Roadwork thru Government Lands (Sta. 26+82 to 197+88) (Sta. 216+88 to 737+50) (Ext. of Proj. - 737+50 to 897+00)

154,000	cu. yds.	Excavation, Single Classification	$ 0.15	$ 23,100.00
100,000	yd. sta.	Overhaul	0.01	1,000.00
1,800	yd. mi.	Truck Haul	0.15	270.00
1,300	lin. ft.	18" Corr. Iron Pipe	2.50	3,250.00
300	" "	24" " " "	3.50	1,050.00
120	" "	36" " " "	7.00	840.00
20,800	cu. yds.	Selected Roadbed Topping	0.15	3,120.00
47,000	yd. mi.	Hauling " "	0.08	3,760.00

Sub-total	$ 36,390.00
10% Engr. & Cont.	3,639.00
Total	$ 40,029.00

Length of Roadwork	16.126 miles
Cost per mile	$ 2,482.26

Roadwork thru Private Lands (Sta. 0+00 to 26+82) (Sta. 197+88 to 216+88)

14,000	cu. yds.	Excavation, Single Classification	$ 0.15	$ 2,100.00
10,000	yd. sta.	Overhaul	0.01	100.00
80	lin. ft.	24" Corr. Iron Pipe	3.50	280.00
1,200	cu. yds.	Selected Roadbed Topping	0.15	180.00
3,000	yd. mi.	Hauling " "	0.08	240.00

Sub-total	$ 2,900.00
10% Engr. & Cont.	290.00
Total	$ 3,190.00

Length of Roadwork	0.862 mile
Cost per mile	$ 3,700.69

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Fed. Lands Hwy. Funds	State Funds
Thru Government Lands	$ 40,029.00	$ 40,029.00	$ - -
" Private Lands	3,190.00	- -	3,190.00
	$ 43,219.00	$ 40,029.00	$ 3,190.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, 1920
" " " Maintenance: Chap. 41, laws 1927

3-a

COPY

White copy filed
in 23-9

December 14, 1933

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

In regard to the McDermitt job I request that you especially caution the engineer with respect to Newell's propensity for claims on final settlement. Newell has bid this job at a very cheap price anticipating a large part of the material can be moved with a drag line. This of course necessitates that it be side borrow without any appreciable amount of drift.

I believe this can be permitted on a road of this character and still secure a neat looking job. It will necessitate taking borrow opposite those places where the fills are deepest in order to avoid making the borrow pits too deep, but Newell has promised to blade with a back sloper on the job therefore I see no reason why a drag line job finished off with the blade and back sloper cannot be made sufficiently acceptable for a road of this character.

I suggested that he finish a typical half mile say from station 15 to station 40, immediately after starting the job in order that any questions which might arise as to the handling of the borrow could be thrashed out at once.

I am very anxious to do this job without a multitude of claims, therefore you should caution the resident engineer to keep you fully advised respecting any changes in the haul which may tend to increase the cost.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

HGS/H

By

H. G. Smith,
Construction Engineer

CC to
R. H. Baldock

7

Slp-3a

November 24, 1933

S. H. Newell & Company
656 North Russell St.,
Portland, Oregon

Gentlemen:

In line with our previous conversation by telephone, we are submitting herewith for your signature a price agreement calling for the installation of 120 lineal feet of 36-inch corrugated iron culvert pipe on the Jackson Creek-McDermitt Project. The price stated in this price agreement is the price quoted in your recent letter.

Kindly return this price agreement at your earliest convenience, as it is necessary in connection with the agreement which we are executing with the Bureau of Public Roads.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
NOV 24 1933
OREGON

November 23, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

At the present time estimates submitted to us have requested $6,655 more Oddie-Colton and National Recovery Federal Lands Funds than are available.

As we understand that the low bid for NRFL-3-A was about $15,000 under the estimate, we suggest that the agreement estimate for this project be forwarded immediately.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

By
~~T. M. Davis~~
~~Highway Engin~~eer

REFERRED TO
Pr Vant
By State Highway Engineer

November 16, 1933

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

Please instruct Mr. L. R. Chandler, who is to be resident engineer on the Jackson Creek-McDermitt grading project on the I-O-N Highway, to wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland on the day that work is started on the project. In the wire, the project should be referred to as Contract No. 1539, Federal Lands Highway Project No. 3-A.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of the wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:WK

cc Mr. L. R. Chandler

Up 3a

November 17, 1933

S. M. Newell & Co.
Portland, Oregon 656 N. Russell St

Gentlemen:

For use in connection with the Jackson Creek-McDermitt Grading Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Courthouse, Baker, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MM

Encl.

cc Mr. W. C. Williams
cc Mr. L. R. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRFL 3-A, the Jackson Creek-McDermitt section of the I.O.N. highway, to S.H.Newell & Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

October 21, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Jackson Creek-McDermitt Section of the I-O-N Highway, Federal Lands Highway Project No. 3-A. Five sets of blueprint plans, and five bid proposals, are being sent under separate cover.

We are, likewise, sending two blue line prints of a 1,000-foot scale alignment map of the I-O-N Highway from Station 0+00 to Station 1170, which map has been certified by the U. S. Land Office with respect to unappropriated and unreserved Federal Lands.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway Proj. No. 3-A

JACKSON CREEK-McDERMITT SECTION
OF THE I-O-N HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany grading plans. Not as basis for project agreement.)

Salem, Oregon, October 21, 1933

Roadwork thru Government Lands: (Sta. 26+52 to 197+88) (Sta. 216+88 to 737+50)

128,000	cu. yds.	Excavation, Single Classification	$0.25	$32,000.00
90,000	yd. sta.	Overhaul	0.02	1,800.00
1,800	yd. mi.	Truck Haul	0.15	270.00
1,100	lin. ft.	18" Corr. Iron Pipe	2.00	2,200.00
300	" "	24" " " "	3.00	900.00
16,800	cu. yds.	Selected Roadbed Topping	0.30	5,040.00
37,000	yd. mi.	Hauling " "	0.12	4,440.00
		Sub-total		$46,650.00
		10% Engr. & Cont.		4,665.00
		Total		$51,315.00

Length 13.105 miles
Cost per mile $3,915.68

Roadwork thru Private Lands (Sta. 0+00 to 26+52) (Sta. 197+88 to Sta. 216+88)

14,000	cu. yds.	Excavation, Single Classification	$0.25	$ 3,500.00
10,000	yd. sta.	Overhaul	0.02	200.00
80	lin. ft.	24" Corr. Iron Pipe	3.00	240.00
1,200	cu. yds.	Selected Roadbed Topping	0.30	360.00
3,000	yd. mi.	Hauling " "	0.12	360.00
		Sub-total		$ 4,660.00
		10% Engr. & Cont.		466.00
		Total		$ 5,126.00

Length 0.862 mile
Cost per mile $5,946.63

SUMMARY

Item	Total Cost	Fed. Lands Hwy. Funds	State Funds
Thru Government Lands	$51,315.00	$51,315.00	$ --
" Private Lands	5,126.00	--	5,126.00
	$56,441.00	$51,315.00	$ 5,126.00

CONTRACT#1540,

NRS 211 Owyhee River Sec. 1933

1540

211

August 25, 1934

Mr. F. B. Drinker, Manager,
Lloyd Corporation, Ltd.,
720 N. E. 12th Avenue,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of August 24th concerning the O. N. Pierce and M. L. O'Neil & Son Contract No. 1540 for the construction of a bridge over Owyhee River near Nyssa in Malheur County.

Please be advised that the above contract was completed April 11, 1934 and was accepted by the State Highway Commission June 6, 1934. The total amount paid to the contractors in connection with the contract was $20,159.33.

Very truly yours,

Secretary.

Dict. by J. McFarland.

HEAD OFFICE:
LOS ANGELES
CALIFORNIA

LLOYD CORPORATION. LTD.
[redacted]
720 N. E. 14th AVE.
PORTLAND. OREGON
TEL EAST 2141

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

August 24, 1934

State Highway Commission,
Salem, Oregon.

Gentlemen:

We are informed that a bridge was recently completed on a state highway in Malheur County by O. N. Pierce and O'Neill, contractors.

Would you kindly supply us with the dates of the construction period for this bridge, also the total contract price - that is the amount paid to Pierce and O'Neill.

Thanking you for this courtesy, we are

Very truly yours,

FB Drinker

F. B. DRINKER, Portland Mgr.
LLOYD CORPORATION, LTD.

FBD:

#1540

Construction
Contracts + Agreements
Completion Reports

NRS
3.11

May 25, 1934

Mr. [illegible] Glaisyer:

For your information, O. N. Pierce, M. L. O'Neil & Son have completed their work on the Owyhee River Bridge, Contract No. 1540.

Will you please secure authority from the Commission to pay the final estimate on this job?

The work was completed on April 11, 1934.

W A Reeves

W. A. Reeves

CAG LD

approved by Commission 6/6/34
HWS

#1540
Mal, Co

S118-211

May 25, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1540 for the construction of a bridge over Owyhee River near Nyssa on the Nyssa-Jordan Valley Secondary Highway in Malheur County has been completed by the contractors, O. M. Pierce, M. L. O'Neil & Son, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 4, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $20,159.33 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1540

7 0 21

May 1, 1934

Mr. M. L. O'Neil
Eugene, Oregon

Dear Sir:

We are returning herewith the receipted bill of Quinn-Robbins Co., Inc., submitted with your letter of April 30, 1934, showing payment by you of their invoice for rental of a caterpillar grader used in connection with state highway contract No. 1540 for the construction of the Owyhee River Bridge near Nyssa.

We have also received a statement from the Quinn-Robbins Co., Inc. showing that the claim has been settled. Our records have been corrected accordingly.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

Eugene, Oregon,
April 30, 1934.

Oregon State Highway Com.,

Dear Sirs-

Please find enclosed bill of [illegible] Co. [illegible] unpaid. Please return original bill.

Yours truly,

[illegible]

RECEIVED
[illegible]

#1540

211

April 30, 1934

Quinn-Robbins Co., Inc.
310 Robert Noble Bldg.
Boise, Idaho

Attention: L. D. Robbins

Gentlemen:

This acknowledges receipt of your letter of April 23 advising us of your claim in the sum of $44.00 against O. N. Pierce and M. L. O'Niel, contractors on the Malheur River Bridge near Nyssa and also your letter of April 26 stating that this claim has been settled by the contractors.

Thank you very much for this information.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

L. D. ROBBINS, PRES. AND TREAS. HAROLD QUINN, VICE PRES. AND GEN. MGR. RUSSELL OLSON, SECRETARY

QUINN-ROBBINS CO., INC.
GENERAL CONTRACTORS
310 ROBERT NOBLE BLDG.
BOISE, IDAHO

April 26. 1934.

Oregon State Highway Comm.
Salem, Ore.

Gentlemen—

This to advise you that O'Neil of Pierce and O'Neil have settled their account in full for rentals on the Owyhee River bridge job.

Very Truly Yours.
Quinn-Robbins Co.
by L D Robbins.

L. D. ROBBINS, PRES. AND TREAS.
HAROLD QUINN, VICE PRES. AND GEN. MGR.
RUSSELL OLSON, SECRETARY

QUINN-ROBBINS CO., INC.
GENERAL CONTRACTORS
310 ROBERT NOBLE BLDG.
BOISE, IDAHO

RECEIVED
APR 25 1934

[illegible]

[illegible]
[illegible], [illegible]

[illegible]:

[illegible] copy of rental agreement with Pierce and O'Neil Contractors on the [illegible] bridge near Nyssa. [illegible] from Pierce and O'Neil before they moved away from the job.

We are mailing them a copy of this letter.

Very truly yours,

[illegible] CO., INC.

L D Robbins

L. D. Robbins

Enc.

L. D. ROBBINS, PRES. AND TREAS. HAROLD QUINN, VICE PRES. AND GEN. MGR. RUSSELL OLSON, SECRETARY

QUINN-ROBBINS CO., INC.
GENERAL CONTRACTORS
310 ROBERT NOBLE BLDG.
BOISE, IDAHO

[illegible]

Copy

We, the undersigned agree to pay Quinn-Robbins Co., Inc. rent for one Thirty special Cat [illegible] at the rate of four dollars ($4.00) per day and return the same in good condition.

[illegible] [illegible]

[illegible]

L. D. ROBBINS, PRES. AND TREAS.
HAROLD QUINN, VICE PRES. AND GEN. MGR.
RUSSELL OLSON, SECRETARY

QUINN-ROBBINS CO., INC.
GENERAL CONTRACTORS
310 ROBERT NOBLE BLDG.
BOISE, IDAHO

[illegible]

[illegible]
[illegible]

[illegible] 50 Special Cutter [illegible] [illegible] 11 Ea. @ [illegible]----- [illegible].00

[illegible]

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USPW NRS 211

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
APR 13 1934

April 12, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Appr- 18470

Form P. R. 2

State ....Oregon....................

U.S.Public Works Project No. ..NRS-211.........

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 22nd day of March, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 29th day of September, 1933, a project statement, which was approved by the Secretary on the 10th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Sectionxxxxxxxxxxxxxxxxxx~~ said project which were recommended for approval by the United States District Engineer on the 10th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-one thousand, one hundred eighty-one and 60/100 dollars ($21,181.60) as the share of the United States payable under said act on account of ~~Section xxxxxxxxxxxxxxxxx of~~ said project, which ~~d[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the SW¼ of Section 36, T 20 S, R 46 E, W.M., and survey station 62+56.4 in the SW¼ of Section 2, T 21 S, R 46 E, W.M., length 1.184 miles, in Malheur County, being Oregon U.S. Public Works project No. NRS-211, consisting of 1.140 miles of roadway and one bridge, of more than 20 feet clear span, .044 of a mile in length, known locally as the Owyhee River Section of the Jordan Valley Highway between official control points Nyssa and Adrian.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~[illegible]~~ said project shall not in any event exceed the sum of twenty-one thousand, one hundred eighty-one and 60/100 dollars ($21,181.60), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~dollars ($~~ is ~~[illegible])~~ the approved total estimated cost of ~~[illegible]~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 113.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C. A. Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Public Works** Project No. **NRS-211.** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **21,181.60** as the total estimated cost of said project, and the sum of $ **21,181.60** as the share of the United States, payable under said acts on account of such project, which **is the** ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

AWS

By P. E. J. Wilson
Actin Chief, Bureau of Public Roads

FORM S-M-1 19410 900 7-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

211

February 5, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing Price Agreement #1 covering the installation of 60 ft. of 12" concrete pipe on the Owyhee River bridge and grading project, contract #1540.

This pipe is to be installed under a road approach where there is not sufficient covering for the installation of an 18" pipe.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock. ✓

-nro 211

January 16, 1934

Mr. G. M. Yeager
Office

Dear Sir:

Reference is made to letter directed to you by Mr. DeSouza, under date of January 4, 1934, regarding a certain assignment from M. L. O'Neil to Robert J. O'Neil of funds earned in connection with state highway contract work apparently involving contract No. 1540 awarded by the Commission to O. N. Pierce, M. L. O'Neil & Son, partnership, for the construction of a bridge on the Nyssa-Jordan Valley Secondary Highway.

I have consulted Mr. Devers regarding this assignment and he advises that we need pay no attention to such assignment in so far as it relates to the payment of moneys under the contract. However, should an attachment be filed against M. L. O'Neil's share of these funds, then we will recognize the assignment in our answer to the attachment.

Yours very truly

Secretary

1M—6-33.

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten Dollars and other valuable consideration ($ 10.00) Dollars, to me paid, I hereby sell, assign and transfer the within claim for funds earned

to Robert H. O'Neil and authorize and empower said Robert J. O'Neil to act as agent for me and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this .... day of December 21, 1933.

Executed in the presence of us as witnesses:

George McKibben

George W. Kaylor

M. L. O'Neil

In consideration of the mutual benefits to be shared by the contractor and his surety the undersigned surety hereby consents to the foregoing assignment.

---

rights of the State of Oregon relative to the completion of the work and protection against claims, and also is subject to all claims by laborers, materialmen, and others protected by the standard statutory bond made a part of the contract.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc C. B. McCullough.
H. B. Glaisyer ✓
G. M. Yaeger.
Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

9941—1M -6-33.

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten Dollars and other valuable consideration ($10.00) Dollars, to me paid, I hereby sell, assign and transfer the within claim for funds earned

to Robert J. O'Neil and authorize and empower said Robert J. O'Neil to act as agent for me and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 21 day of December, 1933

Executed in the presence of us as witnesses:

George McKibben

Floyd W Kaylor

M L O Neal

In consideration of the mutual benefits to be shared by the contractor and his surety the undersigned surety hereby consents to the foregoing assignment.

[illegible] rights of the State of Oregon relative to the completion of the work and protection against claims, and also is subject to all claims by laborers, materialmen, and others protected by the standard statutory bond made a part of the contract.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc C. B. McCullough.
H. B. Glaisyer
G. M. Yaeger.
Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

7587 1M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

January 4, 1934

Mr. M. L. O'Neil
Nyssa, Oregon

Dear Sir:

Receipt is acknowledged of letter from Bates, Lively & Pearson under date of December 26, 1933, with which there are transmitted four copies of assignment from H. L. O'Neil to Robert J. O'Neil, which assignment bears the consent of the Aetna Casualty & Surety Co., by K. V. Lively.

This is to advise you that this assignment is accepted by the State Highway Commission, subject to all rights of the State of Oregon relative to the completion of the work and protection against claims, and also is subject to all claims by laborers, materialmen, and others protected by the standard statutory bond made a part of the contract.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc C. B. McCullough.
H. B. Glaisyer ✓
G. H. Yaeger.
Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

January 4, 1934

Mr. G. M. Yaeger
Auditor
Office

Dear Sir:

Herewith we hand you three copies of assignment from M. L. O'Neil to Robert J. O'Neil, which assignment has been assented to by The Aetna Casualty and Surety Company, by K. V. Lively.

It is our understanding that this assignment relates to bridge contract No. 1540 on the Nyssa-Jordan Valley Secondary Highway, awarded to O. N. Pierce, M. L. O'Neil and Son, a partnership, consisting of O. N. Pierce, M. L. O'Neil, and R. J. O'Neil.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc C. B. McCullough
H. B. Glaisyer ✓

#1540

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
J. C. EDWARDS
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P O DRAWER 56

WALLA WALLA, WASH.

January 5, 1934

O.N.Pierce, M.L.O'Neill & R.D.O'Neill,
Portland, Ore.

National Recovery Secondary Project
NRS #211 - Adrian, Oregon

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We understand that the work in which the above contractor is engaged is being done under contract with the U.S.Bureau of Public Roads under supervision of your Commission.

As we are delivering petroleum products to be used in this work we would appreciate your furnishing us with the information requested in the attached form.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA,

R.T.VIVIAN, District Sales Manager

By J. Jacobson
District Credit Man

EBG:DH
Attach

nro 211

December 15, 1933

O. N. Pierce, M. L. O'Neil & Son
414 North Russell Street
Portland, Oregon

Gentlemen:

We are today forwarding by express, for your records and files, an executed copy of the contract awarded to you by the State Highway Commission for the construction of a bridge over the Owyhee River on the Nyssa-Jordan Valley Secondary Highway in Malheur County near Nyssa.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

JN

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

November 29, 1933.

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

Re: Contract No. 1540 - Bridge over the Owyhee River in Malheur County.

We are sending under separate cover contracts in quadruplicate of O. N. Pierce, M. L. O'Neil and Son for the above captioned contract.

When these have been signed by the commission, will you kindly return one copy to our office as is your usual practice.

Very truly yours,

BATES, LIVELY & PEARSON

By Fred C Reed

FCR/J

November 24, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Owyhee River Section, Project No. NRS-211.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-421

OWYHEE RIVER SECTION OF THE
JORDAN VALLEY HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 22, 1933

Roadwork

All Required		Clearing and Grubbing		$ 800.00
23,000	cu. yds.	Excavation, Single Classif.	$ 0.34	7,820.00
3,200	yd. sta.	Overhaul	0.03	96.00
6,550	yd. mi.	Truck Haul	0.20	1,310.00
60	lin. ft.	24-inch Culvert Pipe	4.00	240.00
			Sub-total	$ 10,266.00
			10% Engr. & Cont.	1,026.60
			Total....................	$ 11,292.60

Owyhee River Bridge

1,000	lin. ft.	Treated Piling	$ 1.00	$ 1,000.00
10	M-FBM	Treated Lumber	100.00	1,000.00
233	lin. ft.	Trestle Superstructure	30.00	6,990.00
			Sub-total	$ 8,990.00
			10% Engr. & Cont.	899.00
			Total....................	$ 9,889.00

Length of Roadwork	1.140 miles
" " 1 Bridge	.044 "
Total Length	1.184 "
Cost per mile, Roadwork	$ 9,905.79

National Recovery Secondary Highway Funds Requested:	Roadwork	$ 11,292.60
	Bridge	9,889.00
		$ 21,181.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

NRS 211

November 18, 1933

O. H. Pierce, M. L. O'Neil & Son
414 No. Russell Street
Portland, Oregon

Gentlemen:

The State Highway Commission, on November 15, 1933, awarded you the contract for the construction of a bridge over the Owyhee River on the Jordan Valley Secondary Highway near Nyssa at your bid price of $18,256.60. Contract forms will be sent to you shortly for execution.

In the meantime, you may consider this letter your authority to immediately commence construction operations on this job.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - C. B. McCullough

OREGON STATE HIGHWAY COMMISSION

MRS 211

November 17, 1933

Mr. E. C. Van Petten
Ontario, Oregon

Dear Sir:

In response to your communication of November 11, I enclose herewith a copy of a report from E. G. Smith, Construction Engineer.

I know that you will realize that it is impossible to get satisfactory alignment on the present location and that we should, therefore, use the opportunity brought about by the federal funds to make possible the construction of the new bridge on an alignment that would be satisfactory for all time.

Very truly yours,

State Highway Engineer

RHB:HI

MMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 15, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In regard to the letter of E. C. Van Petten concerning the new bridge across the Oyhee River on the Nyssa-Jordan Valley Secondary, beg to advise that this location was of course picked from a trunk highway standpoint with a desire to avoid the sharp turns on the present road, and minor consideration given to any anticipated traffic going from the upper Oyhee Valley towards Adrian.

They have not indicated clearly which section of road they are fearful of being closed but evidently the east and west road between the new and old bridge locations. Without doubt the County will retain this for a county road so I see no reason to fear that any great harm will be done Adrian.

Yours very truly,

H G Smith

H. G. SMITH,
Construction Engineer.

HGS/H

VAN PETTEN LUMBER COMPANY
DISTRIBUTORS OF BUILDING MATERIALS AND FUEL
ONTARIO, OREGON

Nov 11, 1933

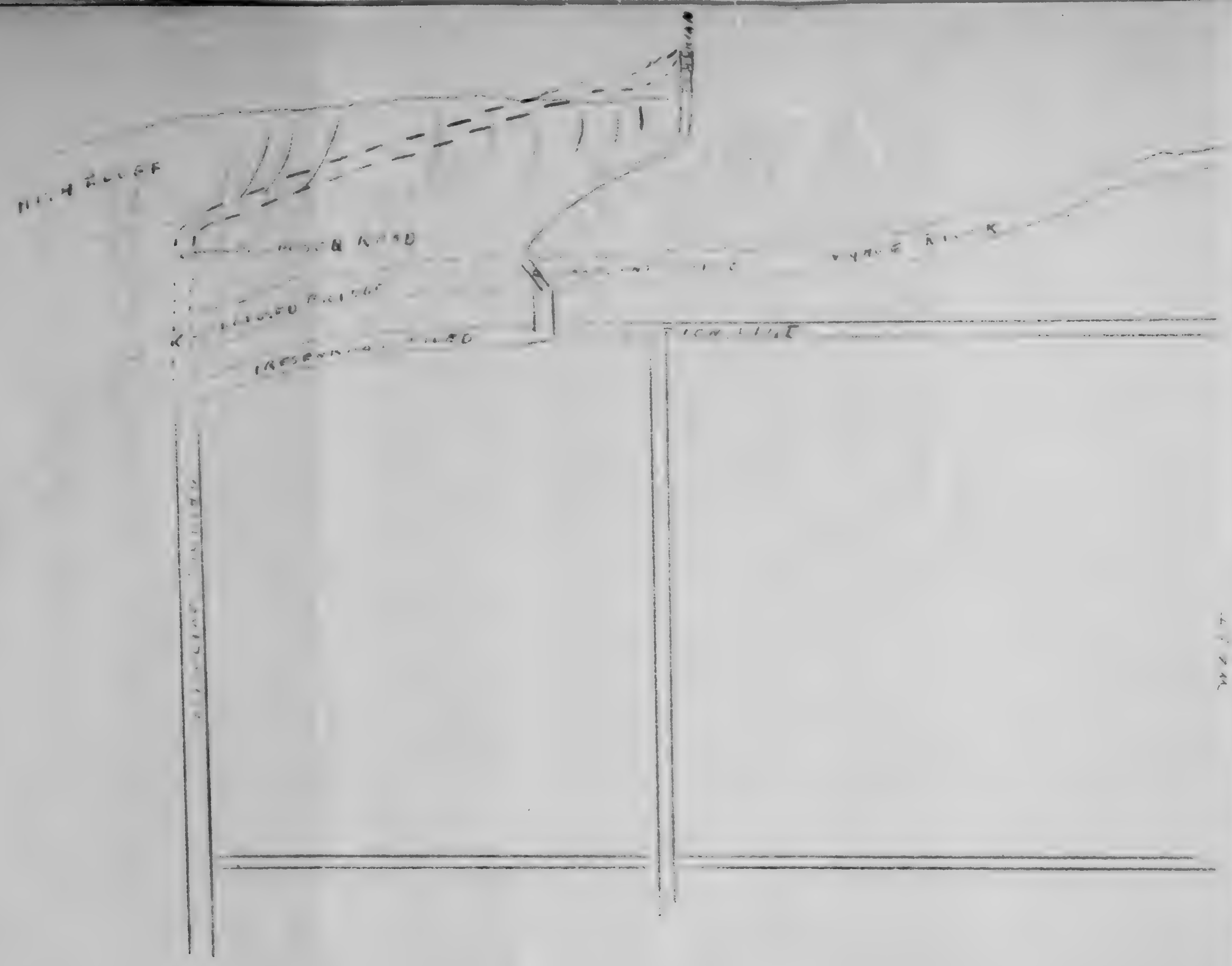
State Highway Commission
Salem, Ore
Mr Devers, Atty.
Dear Sir

Regarding construction of a new bridge at a new site across the Owynee river in Malheur county near Adrian, on which bids have nowbeen called, I attach rough drawing and statement of the wishes of the people in that section on both sides of the river above the bridge site. The chief engineer on the Owyhee Project views this matter as we do, and states that the road marked X on this sketch should not be closed.

Such action would cause over a 3-mile extra travel to these people, both on the old and new lands, to reach Adrian which is there natural trading point. Kindly give full consideration to the situation and give us a chance to be heard if any change in present roads is contemplated.

Sincerely,

E C Van Petten


HIGH RIDGE
MAIN ROAD
RESERVED ROAD

VAN PETTEN LUMBER COMPANY
DISTRIBUTORS OF BUILDING MATERIALS AND FUEL
ONTARIO, OREGON

STATEMENT REGARDING OWYHEE BRIDGE NEAR ADRIAN,
MALHEUR COUNTY.

There are some facts in connection with the construction of this bridge which is now under advertisement for constrcution I desire to call to your attention:

You have rejected one call for bids on this job under the reason given out that it was too high. From attached drawing you will note a long fill on the south side of the river in addition a considerable bill for right-of-way. The contractors claim to me they are anxious for this job on account of the fill work which can be done by dragline, and there is much more money in it than there is in constructing the bridge.

The bridge can be placed on the present site by going at right angles to the stream at a big saving in money and give better service to the public and afford nearly as much labor as to put it at the new sight sight. The merchants in Adrian, of which we are one with a heavy investment there, are much opposed to any rearrangement of the road, if the new site is selected, that will interefere with the trade up the river coming into Adrian.

If the new site is selected we very urgently request that the road marked X be kept open and maintained byt the state or the county. It connects with the section line from the west which is used by people up the river coming into Adrian and going south across the Adrian Snake River bridge into Idaho.

There is a large amount of work now being done on the Owyhee project in this section above the present bridge site and there will be a large increase in settlement in that part with in the next two years. If road marked X is closed when the new bridge is constructed at the new site it will force a large number of people to drive over 3 miles longer to get to Adrian where they will naturally trade. I have talked to a large number now living in that section and they are very much opposed to the closing of the road marked X for reasons given, and prefer the new bridge be constructed at the present site of the old bridge. In constructing roads for through traffic some consideration must be given to local people who are the heavy users of the road. I ask that you give us, without fail, an opportunity to be heard if you should consider such a thing as closing road marked X.

Sincerely,

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 211, the Owyhee River Bridge on the Jordan Valley Highway near Nyssa, to O.N.Pierce, M.L.O'Neil & Son, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM 5-M-1 5979 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

R1 211

November 7, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith summaries and estimate of cost over all private land sections between the Owyhee River and a connection with the present road near Jordan Creek. $100,000.00 is not sufficient to build the entire section from the Owyhee River to the Jordan Valley junction north of Jordan Valley, so I have selected a section that will tie into Jordan Valley road southwest of Jordan Valley.

All maps and profiles of these sections are in your office, so they will be available to prepare what data is necessary for presentation to the P.W.A. Board.

My estimate of cost includes bridges over the Owyhee River, Jordan Creek and the Antelope feed canal. As vicinity maps of these bridge sites are either in your or Mr. McCullough's office, I would suggest that you have the estimated cost of these bridges checked by the Bridge Department.

Very truly yours,

WC Williams

Division Engineer.

WCW:OG
Encls.

cc R. H. Baldock.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 13, 1933

RECEIVED
OCT 1[illegible] 1933
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Project statement for Oregon National Recovery Secondary highway project No. NRS 211 was approved on October 10.

Inasmuch as the route report indicates that the earth approaches to the bridge are to be graded only, approval of the project statement was made subject to the condition that the State Highway Department will, on completion of the grading, provide adequate surfacing for the traffic requirements.

Very truly yours,

W. H. Lynch
District Engineer

By F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 10, 1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today received the following wire:

"Project statement Oregon National Recovery Secondary Project 211 approved today."

Very truly yours,

W. H. LYNCH
District Engineer

By

Sr. Highway Engineer

Sml

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 10, 1933

RECEIVED
OCT 1[illegible] 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRS 211-A, the Owyhee River Bridge section of the Jordan Valley Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

October 4, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Owyhee River Section, Project No. NRS 211.

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery
Secondary Hwy. Proj. No. NRS-211

OWYHEE RIVER SECTION OF THE

JORDAN VALLEY HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans. Not as basis for project agreement)

Salem, Oregon, October 4, 1933

Roadwork

All Required		Clearing and Grubbing			$ 100.00 800 -
23,000	cu. yds.	Excavation, Single Classification	.34	$0.25	5,750.00
3,200	yd. sta.	Overhaul	-.03	0.02	64.00
6,550 4,750	yd. mi.	Truck Haul	-.20	0.15	712.50
60	lin.ft.	24" Culvert Pipe	4 -	3.50	210.00
		Sub-total			$6,836.50
		10% Engr. & Cont.			683.65
		Total			$7,520.15

Owyhee River Bridge

1,000	lin.ft.	Treated Piling	1 -	$1.00	$1,000.00
10	M-FBM	Treated Lumber	100 -	85.00	850.00
233	lin.ft.	Trestle Superstructure	30 -	25.00	5,825.00
		Sub-total			$7,675.00
		10% Engr. & Cont.			767.50
		Total			$8,442.50

Length of Roadwork	1.140 miles
" " 1 Bridge	.044 "
Total length	1.184 "
Cost per mile	$6,351.47

National Recovery Secondary Highway Funds Requested,

Roadwork,	$7,520.15
Bridge,	8,442.50
	$15,962.65

September 29, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of project statement for the Owyhee River Section of the Jordan Valley Highway. Number NRS 211 has been assigned to this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

STATE Oregon

PROJECT NO. NRS 211
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) September 29, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Owyhee River Section, Jordan Valley Highway

2. Between control points of official description: and

3. Between intermediate control points if used: and

County of Malheur

4. Length in miles (gross) 1.2 (net) 1.2

5. Preliminary estimate of cost: Total, $ 12,000; section of road to be first improved, $ 12,000, of which $ 6,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income Sufficient to insure completion: Chap. 175, laws 1917: Chap. 21, laws 1920: Chap. 248, laws 1932.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Chap 41, Sess 1927 ; Chap 248, Laws 1932 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

(Official title of Highway Department.)

By

(Title of officer.)

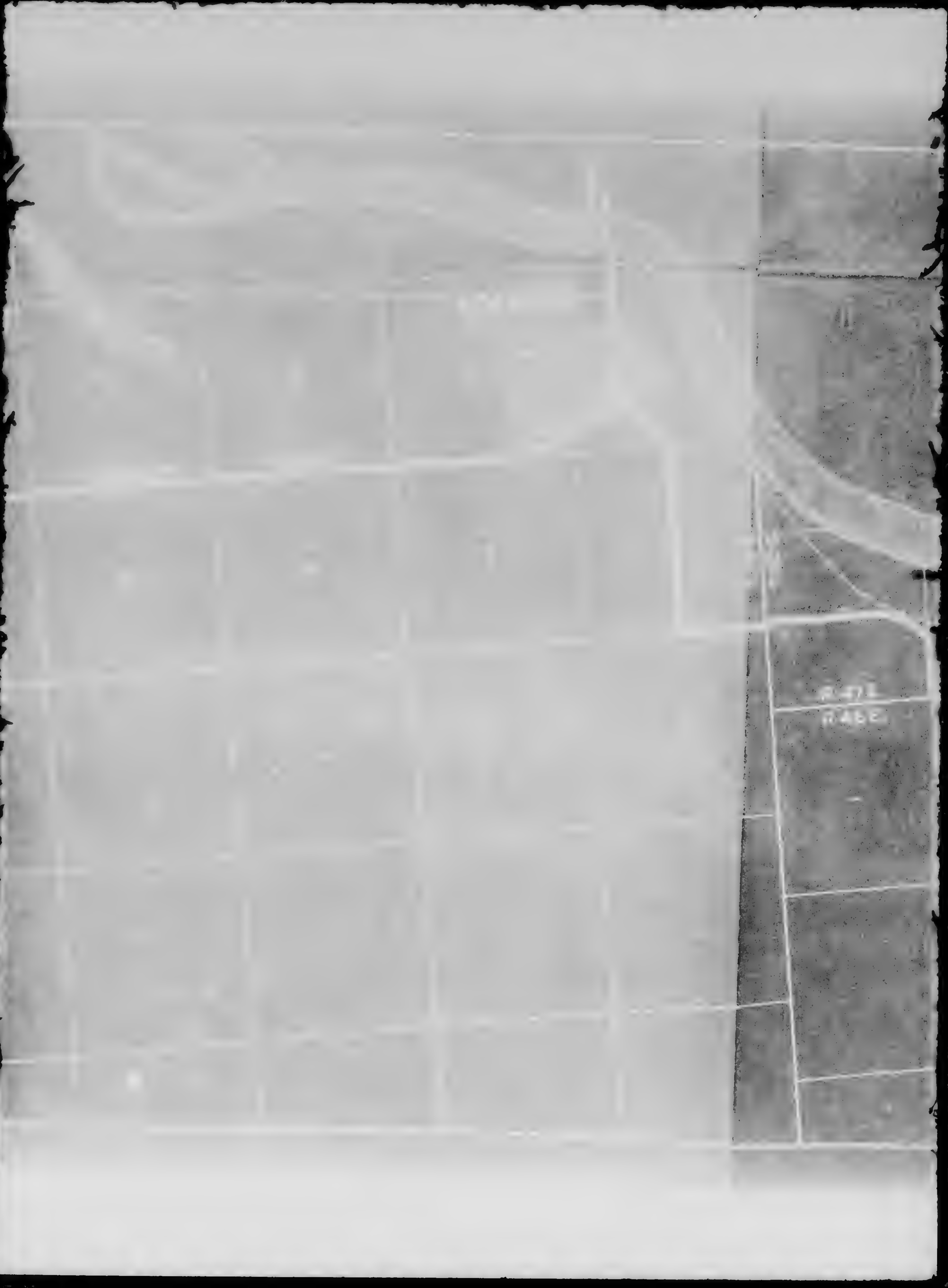
By

(Title of officer.)

By

(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—8072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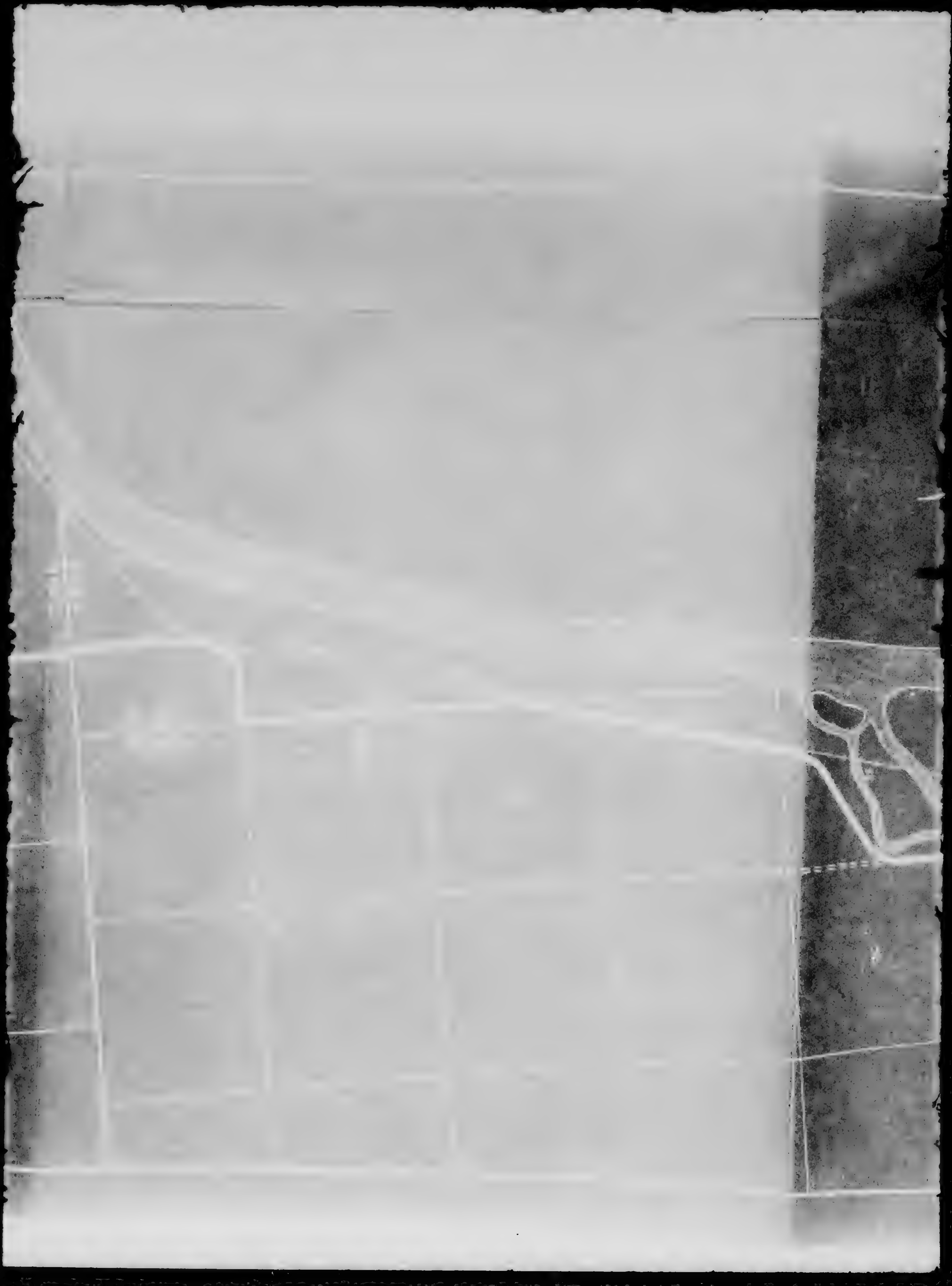


CONTRACT# 1541,

SEE:

CONTRACT# 1529,

1541 [illegible] Contract 1529

CONTRACT#1542,

NRS 218   Hardman-Cahpin Cr. Sec.   1933

1542

STATE Oregon

PROJECT NO. NRS 218 (Revised)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY
NATIONAL RECOVERY HIGHWAY ACT
~~FEDERAL AID ROAD ACT~~
Approved July 11, 1916, and acts amendatory thereof and supplementary thereto
Approved June 16, 1933, and act of June 18, 1934, amendatory
thereof and supplementary thereto.

(Date) August 13, 1934

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved June 16, 1933 ~~July 11, 1916 (39 Stat., 355)~~, entitled "An Act to encourage National Industrial Recovery, to foster fair competition, and to provide for construction of certain useful public works ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes~~," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Hardman-Rock Cr., Section, Heppner-Spray Highway
2. Between control points of official description: a point in NE 1/4 Sec. 5, R. 25 E., T. 5 S. and a point in NE 1/4 of Sec.30 R. 26 E., T. 5 S
3. Between intermediate control points if used: and

County of Morrow

4. Length in miles (gross) 6.2 (net) 6.2
5. Preliminary estimate of cost: Total, $78,000; section of road to be next first improved, $30,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)
Sufficient to insure completion; Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 243, Laws 1930.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—8072

7. Funds for maintenance to be provided by State, from the following
(State or (and) county.)

sources: Current Income; Chap. 41, laws 1927; Chap. 368, laws 1930
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:
None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By
Chairman
(Title of officer.)

By
Commissioner
(Title of officer.)

By
Commissioner
(Title of officer.)

HARDM
HE
P

FORM 5-10-1 13081 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

7/23/ R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 16, 1934.

RECEIVED

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention Mr. H. G. Smith:

Dear Sir:

I am inclosing estimate of cost and special provisions for the completion of the grading and surfacing of the Hardman-Chapin Creek section of the Heppner - Spray Secondary Highway in Morrow county.

As I understand only $40,000.00 was allocated for this work, it was necessary to cut the surfacing rather short. I believe that with the amount of talus now in the roadbed, to which will be added a sufficient amount [illegible] to provide a minimum thickness of six inches, which will be topped with a three inch wearing course of crushed rock, a suitable and satisfactory riding surface will result. Talus materials that will be used in topping contain enough fines that they can be compacted and not require keying; we will, therefore, not lose any of the 3/4" materials into the base course.

By express I am sending you the profile, sketch map and typical section of the project.

Very truly yours,

W C Williams

Division Engineer.

WCW V
Incls.
cc Mr. Baldock.

7/16/1934

Morrow County
Secondary Highway-- Heppner-Spray
Hardman-Chapin Creek Section
3.10 Miles Grading
6.16 Miles Rock Surfacing

Estimate of Cost by W. C. Williams, Division Engineer:

Clearing and grubbing	All----------	---	800.00
Common excavation	58,000 cu yds	.25	14,500.00
Solid rock excavation	5,300 " "	.80	4,240.00
Overhaul	34,000 st yds	.01½	510.00
Truck haul	7,000 mi yds	.20	1,400.00
18" culvert pipe	300 lin ft	2.00	600.00
24" " "	150 " "	3.00	450.00
36" " "	80 " "	6.00	480.00
Selected roadbed topping	5,000 cu yds	.30	1,500.00
" " " haul	8,000 mi yds	.15	1,200.00
Crushed rock in surfacing	5,000 cu yds	1.80	9,000.00
Filler	1,000 " "	.30	300.00
" haul	2,000 mi yds	.15	300.00
Sprinkling	500 M gals	1.75	875.00
			$36,155.00
Engineering and contingencies - - - - - - - - - - - - - -			3,615.50
			$39,770.50

(Includes contractor's profit of 15%)

#1542

SIK 8-218

May 24, 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1542 for the construction of the Hardman-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County, consisting of 8.1 miles of grading, has been completed by the contractors, Saxton & Looney, and that final settlement will be made by the State with said contractors for work done under said contract or or after June 2nd, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $33,210.96 including the final payment. Of this amount $838.28 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM S-M-1 19081 200 1-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

N.K.S-218

May 18, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. M. C. Smith

Dear Sir:

Saxon & Looney, General Contractors, on the Hardman-Rock Creek Section, are disappointed over their financial loss on the job. They are slightly dissatisfied with the final quantities, and while not exactly requesting a remeasurement, they have suggested that a remeasurement of two or three of the larger cuts be checked.

I see no objection to this recheck, and will have R. E. Mollinet recheck the measurements on two or three of the larger cuts.

Will you kindly return to this office all final records in connection with the project.

Very truly yours,

WCWilliams

WCW:OG

Division Engineer.

cc R. H. Baldock.

FORM 2-H-1 [illegible] 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
~~CARL G.~~ WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

218

May 7, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing herewith Semi-final estimate on the Hardman-Rock Creek Sectionof the Heppner-Spray Secondary Highway, contract #1542.

By express there is being forwarded to you the following data in support of the estimate:

- 2 - books field notes
- 1 - profile
- 1 - mass diagram
- 1 - book platted cross-sections 135 sheets
- 1 - book platted cross-sections and field notes showing quantities to be deducted from force order #2.
- 1 - book earthwork computation sheets.

Extra work bills are being submitted in the amount of $838.28. Of this amount $271.75 is for work performed on approved work order #1. Work order #2 which is being submitted for approval in the amount of $566.53 covers work performed on lowering grade and resloping cut banks and finishing in order to rectify a mistake made in cross-sectioning. This work was made necessary by an error in cross-sectioning by J. J. Walsh, transitman, and was not discovered until finishing stakes were being set. In order to correct the mistake it was necessary to lower the grade approximately two feet, and this work proved very expensive for the contractor. He therefore requested that he be allowed extra work to cover the cost. It is my recommendation that he be allowed this extra work in the amount of $1164.21 from which there is to be deducted $597.68 for which he received payment for materials moved in the lowering of the grade.

The semi-final estimate shows the final cost of the work to be approximately $2200.00 under the estimated cost of which

T, Chairman, Portland
G. Washburne, Eugene
E. B. Aldrich, Pendleton

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

In Reply Please
Refer to File No.

the amount payable to the contractor is under approximately $1200.00. From figures submitted to us by the contractor it appears that he has lost approximately $4,000.00 on the work.

No 100 ft. construction map is being submitted as there were no changes whatever made in the alignment. Hence the location maps are correct for construction maps.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OG
Encls.

cc R. H. Baldock.

Cost Analysis Final Report

May 17,1934

NC8-218

Heppner Spray Secondary Highway,Hardman Rock Creek Section,Grading,Contract 1542, Prefix 125 PA.

Saxton and Looney,Contractors

	Cost	Quantity		Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	460.70	100 %				2500.00
Common Excavation	9632.00	40133.8	Cu Yds	0.24	0.27	10836.13
Solid Rock Excavation	18547.00	25758.7	Cu Yds	0.72	0.55	14167.29
Overhaul	738.25	18456	Yd Sta	0.04	0.02	369.12
Truck Haul	2766.75	8646.3	Yd Mi	0.32	0.18	1556.33
18" Concrete Pipe	362.40	151	Lin Ft	2.40	2.75	415.25
18" Corr Iron Pipe	317.40	138	" "	2.30	2.41	332.58
24" Concrete Pipe	194.70	66	" "	2.95	3.20	211.20
36" " "	918.00	135	" "	6.80	7.00	945.00
36" Corr Iron Pipe Extra Strength	1152.00	160	" "	7.20	6.50	1040.00
Force Account	838.28					838.28
Total	35927.48					33211.18

Total Cost	35927.48
Gross Earnings	33211.18
Net Loss	2716.30

Net Loss equals 8.2 % of the Gross Earnings

E.H.Clymer

st alysis Final Report ay 17.1934

Heppner Spray Secondary Highway,Hardman Rock Creek Section,Grading,Contract 1542, Prefix 125 PA.

Saxton and Looney,Contractors

Labor					
Labor				9389.66	
Supervision (Including Dennis 5 mo @ $150 per mo)				1858.45	
State Ind Acc Ins				314.63	
					11562.74
Material					
18" Conc Culv Pipe	148	Lin Ft	@ 1.75	259.00	
24" " " "	33	" "	@ 2.20	72.60	
36" " " "	135	" "	@ 5.60	756.00	
18" Corr Iron Culv Pipe	138	" "	@ 1.50	207.00	
36" " " " " Xtr	160	" "	@ 5.63	900.80	
18" " " " " Bands	6	Bands	@ 2.12	12.72	
36" " " " " "	7	"	@ 5.63	39.41	
					2247.53
Equipment Rental Supplies and Misc					
Equip Rental				6388.00	
Gas,Oil and Grease				3209.66	
Hired Trucks including gas oil and grease				3892.60	
Parts and Repairs				1395.70	
Explosives				3109.82	
Freight and Cartage (Move In)				977.72	
" " " (Move Out) 50% charged to this job				485.10	
Drill Steel				438.35	
Bond				345.34	
Public Liability Insurance				86.32	
Small Tools,Supplies,Expense Accounts and Misc.				1040.60	
Part of Portland Office Expense(5 months @ $150)				750.00	
					22117.21

Cost Grand Total $35927.48

E.H.Clymer

Remarks:

This Job was started Nov 23,1933 and was completed April 30,1934.Weather was ideal for winter work,clear,warm,with little snow.

Good progress was made the first three months.The Contractor roughed thru the job and moved about 70 % of the material.But during the last two months progress was slow.Extra hard rock was encountered in a shallow cut Sta 165 to Sta 171,which was difficult to drill and shoot.Channel Change and Fill in soft ground Sta 106 to Sta 118 was slow and expensive.Sloping and finishing required considerable time and expense.

Common excavation was disintregated volcanic ash and talus rock which moved easily with Bulldoser and shovel,Channel changes were made with the shovel equipped with a ¾ Cu Yd Dragline Bucket.

Solid Rock broke nicely for loading with a 7/8 Cu Yd Shovel.Averaged about ¾ pound of powder per Cu Yd.The bid price on Solid Rock Excavation is low as about $1700.00 or 5¢ per Cu yd was cut off this item and was added to Item Clearing and Grubbing,which unbalanced the bid on these two items.

Overhaul and Truck Haul are high due to short haul and rough hauling roads.Hired 4 Cu Yd Trucks were paid $2.50 per hour,including Driver,Gas,Oil, and Grease.

This job was bid right,weather was fine,and material as a whole handled nice,and the contractor had good equipment.A more experienced and efficent grading superintendent and crew could have cut the cost.

The Solid Rock Excavation underrun the preliminary estimate 25% in quantity and the common excavation overrun the preliminary estimate 21%.The cost indicates that classification is none too liberal on solid rock excavation.

E.H.Clymer

Form 336—4M—9-33.

OREG STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 5, 1934

Section Hardman-Rock Creek

Highway Heppner-Spray Secondary

Contractor Saxton & Looney

Date of contract Nov. 15, 1933

Date work started Nov. 23, 1933

Amount of contract $ 34,533.70

Kind of work Grading

Section prefix 125 PA NRS 218

Contract number 1542

Date of completion July 31, 1934

Estimated date of completion , 193

Per cent of time elapsed 66.2 %

Estimated cost of completed project, exclusive of engineering $ 33,200.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 2450.00, 7.1 %

Date project was completed May 1, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Worked two days this week on ditches and finished job on Tuesday.

Dean Swift

Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.1				
Miles partially completed					
Miles completed	3.1				
Total estimated quantities	65,892.5				
Estimated quantities moved or placed to date	65,892.5				
Average daily quantities	-------				
Average daily quantities necessary to complete project on time	-------				
Number shifts per day	1				
Hours per shift	6				
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	U. S. Employment Service						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men		3				1	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon USPW project NRS 218

POST OFFICE BUILDING
PORTLAND, OREG.

March 28, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L.J.Caufield
Highway Engineer

Encls.

Agr 18106

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-218.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of February, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 30th day of October, 1933, a project statement, which was approved by the Secretary on the 31st day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section xxxxxxxxxxxxxx~~ said project which were recommended for approval by the United States District Engineer on the 27th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-seven thousand, nine hundred eighty-seven and 07/100 dollars ($37,987.07) as the share of the United States payable under said act on account of ~~Section xxxxxxxxxxxxxx of~~ said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 29+00 at Hardman and survey station 193+00 in the NE¼ of Section 14, T 5 S, R 25 E, W.M., length 3.106 miles, in Morrow County, being ~~Section~~ of Oregon U.S.Public Works project No. NRS-218, consisting of 3.106 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of [illegible] length~~. known locally as the Hardman-Chapin Creek Section of the Heppner-Spray Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the cou tion, subject at all times to inspection and approval by the Secretary o with the laws of said State, the rules and regulations of

(a) It is

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.

(Include amount, date, and citation of

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures the day and year first above written and the S

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of thirty-seven thousand, nine hundred eighty-seven and 07/100 dollars ($ 37,987.07), certified to the Secretary of the Treasury as above mentioned, which [redacted] [redacted] is [redacted], the approved total estimated cost of [redacted] of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile exclusive of bridges of more than 20 feet clear span.~~

STRICKEN OUT

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chapter 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of thirty-seven thousand, nine hundred eighty-seven and 07/100 (........), certified to the Secretary of the Treasury as above mentioned, which sum

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By C. Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture.~~

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By H. K. Bishop
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~as~~ U.S.Public Works Project No. NRS-218. State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 37,987.07 as the total estimated cost of said project, and the sum of $37,987.07 as the share of the United States, payable under said acts on account of such project, which is the total ~~[illegible] pro rata share of said total~~ estimated cost.

Done at the city of Washington, this 16 day of March one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

By H K Bishop
Chief, Bureau of Public Roads

Cost Analysis to Feb 24 Feb 27,1934

Tms 218

Heppner Spray Secondary Highway,Hardman Rock Creek Section,Grading,Contract 1542,
Prefix 125 PA.

Saxton and Looney,Contractors

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	424.00	95% Complete	-	-	2375.00
Exwavation Common	5238.00	29100 Cu Yds	0.18	0.27	7857.00
Excavation Solid	8970.00	19500 Cu Yds	0.46	0.55	10725.00
Truck Haul	870.00	3000 Yd Mi	0.29	0.18	540.00
Overhaul	960.00	32000 Sta Yd	0.03	0.02	640.00
18" Concrete Culvert Pipe	333.00	148 Lin Ft	2.25	2.75	407.00
18" Corr Iron " "	159.10	74 " "	2.15	2.41	178.34
24" Concrete " "	92.40	33 " "	2.80	3.20	105.60
36" " " "	891.00	135 " "	6.60	7.00	945.00
36" Corr Iron " " Extra Strength	1152.00	160 " "	7.20	6.50	1040.00
Total	19089.50				24812.94

Gross Earnings	24812.94
Total Cost	19089.50
Net Profit	5753.44

Net Profit equals 30 % of Cost

Note; Excavation,Overhaul and Truck Haul quantities are approximate.

E.H.Clymer

Heppner Spray Secondary Highway, Hardman Rock Creek Section, Grading, Contract 1542, Prefix 125 PA.

Saxton and Looney, Contractors.

Labor			
Labor		4700.19	
Supervision (Including Glen Dennis 3 Mo @ 250.00 per mo)		1523.00	
Industrial Accident Insurance(Rate $3.00)		173.73	
			6396.92
Material			
18" Concrete Pipe	148 Lin Ft @ $1.75(del on job)	259.00	
24" " "	33 " " @ 2.20 " " "	72.60	
36" " "	135 " " @ 5.60 " " "	756.00	
18" Corr Iron Pipe	74 " " @ 1.50 " " "	111.00	
36" " " "	160 " " @ 5.63 " " "	900.80	
18" " " " Bands	3 bands @ 2.12 " " "	6.36	
36" " " " "	7 " @ 5.63 " " "	39.41	
			2145.28
Equipment Rental, Supplies and Misc.			
Equipment Rental		3282.00	
Gas, Oil and Grease		1178.00	
Hired Trucks including Gas, Oil and Gresae		1469.10	
Parts and Repairs		408.75	
Explosives		1972.50	
Freight and Cartage Moving in (70%)		630.00	
Drill Steel		438.35	
Black Smith Coal		55.56	
Bond 1% of Gross Earning		248.12	
Public Liability Insurance		56.32	
Small Tools Supplies and Misc		508.50	
Part of Portland Office Expense(3 Mo at $100.00 per Mo)		300.00	
			10547.30

Cost Grand Total $19089.50

[illegible]t [illegible]lysis to Feb 24 Feb 27,1934

Heppner Spray Secondary Highway,Hardman Rock Creek Section,Grading,Contract 1542,
Prefix 125 PA

Saxton and Looney Contractors

Remarks:

Job was started Nov 23 and is now about 70% Complete.Good progress has been made on this job.Nice winter weather,Clear and warm with no snow has been ideal for winter work.

Common excavatinn consists chiefly of disintregated volcanic ash and talus rock and moves easy.One cut of about 3000 Cu Yds was moved in 20 hours;sidecast WITH SHOVEL
Channel changes were made with gas shovel equipped with dragline boom and bucket.

Solid Rock breaks nicely for loading with 7/8 Cu Yd Shovel.Using about $\frac{3}{4}$ pounds of powder per Cu Yd.

The Contractor has [illegible] kept the cost down by moving a lot of material with a small amount of equipment and a small crew.Average 12 men per shift,two sixhour shifts per day,seven days per week.

Equipment on Job:

1	7/8 Cu Yd Bucyrus Shovel
1	60 Caterpiller Tractor
1	9' FT Bulldoser
2	4 Cu Yd Trucks
1	12' Pull Type Grader
1	220 Cu Ft Compressor
1	110 " " "
4	Jackhammers
1	Kohler Light Plant(Flood Lights for night work)
1	Ford Pick Up.

This job will be completed about March 31,

E.H.Clymer

FORM [illegible] 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

2-a

OREGON STATE HIGHWAY COMMISSION
SALEM

February 17, 1934

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

Attached are three copies of an agreement between the Highway Commission and Morrow County covering the construction of the cattle pass on the Hardman-Rock Creek Section.

Mr. Baldock has insisted on a formal agreement being executed. Have these executed immediately and return all three copies. A copy will be sent to the county court when completed by the Commission.

We are trying to get authority to start construction as soon as the agreement has been signed by the court. You will be advised.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

H. G. Smith
Construction Engineer

Dict. by C. E. Low/ME

Encl.

cc Mr. R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 16, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed for signature and return to this office are two copies of agreement for Oregon U. S. Public Works Project No. 218, Hardman-Rock Creek section of the Heppner-Spray Highway. We are also enclosing one copy each of approved estimate and specifications.

On December 22, 1933, we requested that we be furnished with a revised sectionsheet showing the selected surfacing to be placed on this project. Apparently, this has not been received here. Will you kindly forward a revised section sheet showing the surfacing as soon as possible?

Also, the U. S. Reemployment Service letter, agreeing to the forty-hour week on this project has apparently not been received nor have we been advised concerning the Hardman corporate limits. These last two details were requested in our October 27, 1933, letter.

Answered Feb. 20

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Encls.

FORM 5-M-1 10410 300 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

2182

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 5, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. E. G. Smith

Dear Sir:

I am enclosing order for extra work #1 on the Hardman-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County.

This order covers furnishing and installing of water pipe line to carry water outside the limits of the right of way from springs within the right of way limits.

Additional authorization to cover this work will not be required.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock

January 19, 1934

Mr. J. H. Dunlop
362 12th Avenue East
Eugene, Oregon

Dear Sir:

I have been requested to reply to your communication to Mr. Carl G. Washburne under date of January 16, 1934, with reference to the Heppner-Spray Road.

We do not question your statements as to your intention to develop this property and the need of the highway in connection therewith. However, there are not sufficient funds to build the road at this time and it will be necessary to wait until additional federal funds are available. Of course, I can make you no promises even in that event, inasmuch as the projects are selected by the Oregon State Highway Commission.

Very truly yours,

State Highway Engineer

RHB:HI

(Copy made for Mr. Washburne 1/20/34)

362 12th Ave. East,
Eugene, Oregon,
January 16, 1934

Mr. Carl G. Washburne,
Member State Highway Commission,
Benson Hotel,
Portland, Oregon.

Dear Mr. Washburn:

Following your suggestion to put in writing the subject matter of our interview this evening, I am pleased to call your attention to the road from Heppner to Spray. This is now a good gravelled highway, except six and one half miles between Hardman and Chapin Creek. Of the 6½ mile gap your commission let a contract last November for 4.2 miles, now leaving the short stretch of 2.3 miles which is not difficult road to build.

A group of Wisconsin and Portland people and myself are the owners of some twenty thousand acres of pine lands in Townships 6 & 7 South, Ranges 25 & 26 East, which the Heppner Spray road bisects for about eight miles.

Last December we received a proposition from a group of pine mill men to contract to move a 75 M per day band mill these parties now own that has exhausted its timber supply at Kettle Falls, Washington, onto our lands in Morrow county, Oregon, and pay for the timber as cut, and to which we as timber owner are agreeable.

But this short two mile gap in their road to Heppner is causing these mill men to hesitate signing the contract. They must be sure of transportation for their lumber before they will move their mill.

This 75 M per day mill with its logging and lumber trucking will employ about 125 men per day for ten months a year, and create a large pay roll where there is now nothing but sheepherding a part of the year.

I am informed that the cost of building this short two mile gap will not exceed fifteen thousand dollars, which is a mere bagatelle to make available for use a road on which the State and the Nation have already spent hundreds of thousands of dollars, to say nothing of the benefit a payroll such as harvesting our timber will bring to that community.

I appeal through you to the State Highway Commission to give this gap in the road between Hardman and Chapin Creek your early, and, I hope, favorable consideration.

Thanking you, I am,

Yours truly,
G. H. Dunlap

January 17, 1934

Mr. J. F. Walsh, President
Central Pacific Lumber Co.
Failing Building
Portland, Oregon

Dear Sir:

There has been referred to this office by Honorable Julius L. Meier, Governor, for the attention of the State Highway Commission and the State Highway Engineer, your letter of January 15 urging the completion of the 2.4 mile gap in the Heppner-Spray Highway at Chapin Creek.

I shall be pleased to see that your letter has the attention of the Commission and Mr. Baldock at the first opportunity.

Yours very truly

Secretary

HBG:jn
c.c. hon. J. L. Meier

OFFICE PHONE ATWATER 9275
RES. " GARFIELD 4003

CENTRAL PACIFIC LUMBER CO.
MANUFACTURERS AND DISTRIBUTORS
PACIFIC COAST FOREST PRODUCTS
FAILING BUILDING
PORTLAND, OREGON

January 15, 1934

Hon. Julius L. Meier
Portland, Oregon

Dear Governor:

Regarding the Chapin Creek section of the Heppner-Spray Highway and my letters to you of December 5th and 15th last:

The people are ready to go ahead with this operation, they cannot do so until they know they will have an outlet. There is also another smaller operator depending upon this outlet. This would increase the permanent pay-roll to at least 150 men.

Please let me emphaize the fact that these operators have allocations and all facilities including mills and factory and will not be new factors in production but will go elsewhere unless enabled to operate in Oregon.

I understand from the Heppner paper that Mr. Aldrich has promised the Heppner Chamber of Commerce that he would do his best to have it completed at the Highway Meeting on the 18th, and I will greatly appreciate your further assistance in securing it.

The Heppner paper stated $15,000 would complete the 2 4/10 mile gap in the centre of a 50 mile Highway which cost $826,000 and is now of no value. Of the Government allocation to this project of $44,000, only $34,000 has been used except such of the $10,000 as was used for engineering, so $7500 or less should suffice.

If in doubt about assurance of pay-roll please call Mr. George L. Gardner who is, with very substantial Spokane Lumbermen, attempting to bring this very substantial permanent pay-roll industry to Oregon.

Very sincerely yours,

J. F. Walsh

J. F. Walsh
S

Dictated but
not read

Baldock -
From investigation
looks like
something should
be done but I
defer to your decision
whatever it may
be JLMeier

rred to Mr. R. H. Buldock, State Highway Engineer,
b[illegible] Governor Julius L. Meier
[illegible]/5/34

OFFICE PHONE ATWATER 9275
RES. " GARFIELD 4003

CENTRAL PACIFIC LUMBER CO.

MANUFACTURERS AND DISTRIBUTORS
PACIFIC COAST FOREST PRODUCTS
FAILING BUILDING
PORTLAND, OREGON

December 15, 1933

Hon. Julius L. Meier
Portland, Oregon

My dear Governor:

I enclose copy of letter just received from Mr. Baldock, State Highway Engineer.

It seems incredible that a fifty mile highway essential to three Counties and the protection of over 2 Billion feet of Government and private Pine timber and upon which over $800,000 has been expended, should be allowed to be of little or no value by reason of a 2 4/10 mile gap in the centre of same which could be completed for about $10,000 while contractors already have excellent equipment on the ground and while we all know many times this amount is being expended elsewhere in many places straightening highways already in excellent condition.

Delay in construction of this short gap will make it impossible to go ahead with a project which would give employment to at least 125 men beginning next spring and continuing for many years and making it possible for timber owners to salvage their timber and pay their taxes.

Can't something be done in some manner to secure the necessary funds to get this short gap quickly completed?

Mr. George L. Gardner is working on this project with me and can confirm my statements as to employment furnished, which I understand is the purpose of all concerned from the President down.

I might add that the parties going into this project are already operating elsewhere so it will not be a venture which will occasion increased production. They are out out where they are now operating and if they can't operate here by reason of road not being completed, will go somewhere else, probably Northern California.

Very sincerely yours,

J F Walsh
J. F. Walsh

Glaisyer

Enclosure For Com meeting

COPY

Commissioners

Leslie M. Scott, Chairman, Portland
Carl G. Washburne, Eugene
E. B. Aldrich, Pendleton

H. B. Glaisyer, Secretary

R. H. BALDOCK

State Highway Engineer

Salem

OREGON STATE HIGHWAY COMMISSION

Salem

December 14, 1933

Mr. J. F. Welsh
President
Central Pacific Lumber Company
Failing Bldg.
Portland, Ore.

Re Chapin Creek Sectn
Heppner Spray Hiway

Dear Sir:

Your letter addressed to the Hon. Julius L. Meier regarding the Hardman-Chapin Creek Section of the Heppner-Spray Highway has been referred to me for answer and I beg to advise that no further funds are available for the completion of the 2.4 miles gap which you mention, as it is impractical to expend the exact amount originally budgeted on each project. Other projects in the division have over run somewhat so that there are no further funds available for secondary highways in Division #4.

Yours very truly,

(Signed) R. H. Baldock

R. H. BALDOCK
STATE HIGHWAY ENGINEER

prs 218

December 14, 1933.

Mr. J. F. Walsh,
President,
Central Pacific Lumber Company,
Failing Bldg.,
Portland, Ore.

Dear Sir:

Your letter addressed to the Hon. Julius L. Meier regarding the Hardman-Chapin Creek Section of the Heppner-Spray Highway has been referred to me for answer and I beg to advise that no further funds are available for the completion of the 2.4 miles gap which you mention, as it is impractical to expend the exact amount originally budgeted on each project. Other projects in the division have over run somewhat so that there are no further funds available for secondary highways in Division #4.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS:/H

spectfully referred to Mr. R. H. Baldock,State Highway Engineer,
by Governor Julius L. Meier
12/6/33

WALSH
PRESIDENT

OFFICE PHONE ATWATER 9275
RES. " GARFIELD 4003

CENTRAL PACIFIC LUMBER CO.

MANUFACTURERS AND DISTRIBUTORS
PACIFIC COAST FOREST PRODUCTS
FAILING BUILDING
PORTLAND, OREGON

December 5, 1933

RECEIVED
DEC [illegible] - 1933
OREGON
HIGHWAY COMMISSION

Hon. Julius L. Meier
Salem, Oregon

My dear Governor:

Re: Hardman-Chapin Creek Section of
Heppner-Spray Highway

Mr. J. H. Dunlop, representing the Hershheimer Timber and his own, and George L. Gardner, representing large Spokane operators and himself, and the writer, recently inspected the timber and its outlet, the above road.

They are favorably impressed with the situation and propose to install facilities which will furnish at least a fifteen-year (of ten months each) permanent pay-roll for at least 125 men beginning as soon as this road is completed, or rather, beginning construction as soon as the road is assured.

Until we arrived on the ground we believed it was under contract or would be this month; now there seems to be some question about it, or at least about 2 4/10 miles of the entire Highway. This short gap is just north of the timber toward the R.R. at Heppner to which point the product must be moved and is comparatively easy construction. The County Court advised us they have the right of way.

Saxton & Looney are now on the ground building the first 3 1/10 miles just South of Hardman. The short gap of 2 4/10 miles is next to them. They appear to have excellent equipment on the ground and it would seem a shame to allow them to move off after such heavy expense of bringing in their equipment without finishing this Road which will give permanent employment to so many men and a source of fuel supply to the large untimbered area and Heppner.

It may be that I am unduly alarmed and that they propose to let the job soon, if so, please pardon me, but I thought you were under the impression it was taken care of. I thank you for your past cooperation.

There was allocated for this 5 5/10 miles over $44,000. The Saxton & Looney bid for the 3 1/10 miles was something over $34,000 so there is still almost $10,000 available for the 2 4/10 gap except such as may have been expended by engineers.

Very sincerely yours,

J F Walsh

J. F. Walsh

REFERRED TO
Smith

JFW/S

Please answer this letter for me and I will sign.
Inasmuch as Division 4 is already overrun we cannot increase any jobs in that division.

#1542

Nos 218

November 29, 1953

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: Credit Dept.

Gentlemen:

Receipt is acknowledged of your inquiry of November 23rd concerning the Saxton & Looney contract in Morrow.

Please be advised that the contract mentioned in your letter is our No. 1542 and is known as the Hardman-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County consisting of 3.1 miles of grading. The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company for whom C. O. Price who has offices in the Porter Building, Portland, is resident agent. The amount of the bond is $34,555.70. The date of completion of the contract is July 31, 1954.

Very truly yours,

Secretary.

Dict. by J. McFarland.

LH 2100
C 31 B

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

Nov. 23, 1933

RECEIVE
NOV 24 1933
OREGON
STATE H COMMISSIO

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: RE: SAXTON & LOONEY
Corvallis, Oregon.

We have been advised that Saxton and looney were recently awarded a grading contract on the Hardman-Rockcreek section of the Heppner Spray Secondary Highway. We anticipate supplying this firm with their petroleum products and will therefore thank you to supply us with a complete description of the job, the name of the bonding company, its agent and his address, and the approximate date of completion.

- Inclosed you will find a stamped, self-addressed envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. S. Myer.

District Manager.

lh r
Inc.

November 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Hardman-Rock Creek Section, Project No. NRS-218.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-218

HARDMAN-ROCK CREEK SECTION OF THE

HEPPNER-SPRAY HIGHWAY IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 24, 1933.

All Required		Clearing and Grubbing		$ 2,500.00
33,000	cu. yds.	Common Excavation	$ 0.27	8,910.00
34,000	" "	Solid Rock Excavation	0.55	18,700.00
35,000	yd. sta.	Overhaul	0.02	700.00
6,600	yd. mi.	Truck Haul	0.18	1,188.00
150	lin. ft.	16-inch Concrete Pipe	2.75	412.50
120	" "	18-inch Corr. Iron Pipe	2.41	289.20
70	" "	24-inch Concrete Pipe	3.20	224.00
100	" "	36-inch Concrete Pipe	7.00	700.00
140	" "	36-inch Extra Strength Corr. Iron Pipe	6.50	910.00
			Sub-total	$ 34,533.70
			10% Engr. & Cont.	3,453.37
			Total	$ 37,987.07

Length 3.106 miles
Cost per mile $ 12,230.22

National Recovery Secondary Highway Funds Requested $ 37,987.07

State Funds for Construction: Chap. 175, laws 1917; Chap. 21, laws 1920; Chap. 248, laws 1931.
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

nRS 218

November 18, 1935

Saxton & Looney
Corvallis, Oregon

Gentlemen:

The State Highway Commission, on November 15, 1935, awarded you the contract for the grading of the Hardman-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County at your bid price of $34,555.70. Contract forms will be sent to you shortly for execution.

In the meantime, you may consider this letter your authority to commence immediately your construction operations on this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - S. H. Probert

February 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As requested in your letter of February 16th, we are sending, under separate cover, five blueprint copies of a revised typical cross-section sheet for the Hardman-Rock Creek Project (NRS 218).

On this revised sheet, we have indicated that the roadbed is to be topped with selected materials, although there is still some question as to whether sufficient suitable materials will be encountered in the roadbed excavations to permit the construction of topping over the entire length of the project. You will recall that the specifications do not call for topping on all or any particular portion of the project.

We are enclosing, herewith, five copies of the letter from the National Reemployment Service approving the use of a 40-hour working week on the Hardman-Rock Creek Project.

It now developes that Hardman is not an incorporated town. It, therefore, will not be necessary to furnish resolutions in regard to prohibition of encroachments on the highway right-of-way, and there are, of course, no corporate limits to be shown on the plans.

We believe that the above provides you with all of the information that has been lacking heretofore.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

. S. DEPARTMENT OF LABOR
UNITED STATES EMPLOYMENT SERVICE

COPY

National Reemployment Service
1208 Spalding Building
Portland, Oregon

October 24, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert,
Office Engineer

Dear Sir:

After examining your letter of October 23rd, together with copy of letter from the office of the District Engineer, Bureau of Public Roads, we concur in your findings that the 40-hour week should be used on the following projects:

Project 46 - Hardman to Rock Creek, in Morrow County.

Project 77 - Jackson Creek to McDermitt, in Malheur County.

We understand that, because of the remoteness of this project, camp facilities should be established and a longer working week is necessary.

Accordingly, we grant our approval to the use of a 40-hour week, on the above listed projects.

Very truly yours,

(sgd) E. L. Mersereau
State Reemployment Director

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on October 31 approved the project statement for Oregon National Recovery Secondary Highway project No. NRS 218, involving the improvement of 3.1 miles of road on the Hardman-Chapin Creek section of the Heppner-Spray Highway in Morrow County.

Although the special provisions provide that selected material from the road prism will be used for roadbed topping the typical section shown on the plans does not show any surfacing. Approval of the project statement is therefore made subject to the condition that, with or without National Recovery funds, the State Highway Department will provide such surfacing as will adequately meet traffic requirements.

Our Regional Office has commented as follows on the P.S.& E. for this project:

> "The typical section indicates grading only. Your memorandum for Division of Control shows type "312" and the special provisions imply the use of selected material for roadbed topping. If the project is to be surfaced with selected material, a revised typical section should be submitted."

It is not apparent that the information concerning this project requested in our letter of October 27 has been furnished.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Hardman is not
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon National Recovery Federal Lands Highway Project No. NRFLHP 3-A, the Jackson Creek-McDermitt section of the Idaho-Oregon-Nevada Highway, 13.105 miles of grading and selected roadbed topping, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Copies of letter from the U. S. Reemployment office, giving clearance for the 40-hour week, have not yet been received. Please forward at your earliest convenience.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Noah:-
See reemployment
Copies letter attached

318

November 17, 1933

Sexton & Looney
Corvallis, Oregon

Gentlemen:

For use in connection with the Hardman-Rock Creek Grading Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Elks Temple Building, Pendleton, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. C. Williams
cc Mr. J. G. Toole

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 218, the Hardman-Rock Creek section of the Heppner-Spray highway, to Saxton & Looney, Corvallis, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 27, 1933

RECEIVED
OCT 31 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The project statement and the plans, specifications and estimate for Oregon NRS 218, the Hardman-Chapin Creek section of the Heppner-Spray Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the contract estimate and the bid tabulation will be appreciated.

It appears that this project extends inside the Hardman corporate limits. If so, will you please furnish us the usual town resolutions regarding encroachments, etc. Copies of letter from the U. S. Reemployment Service, agreeing to the 40-hour week, will also be required.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

October 26, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

The summary sheet included in the plans, which were sent to you for the Hardman-Rock Creek Section, Project No. NRS-218, did not show a typical roadbed section. We are, accordingly, sending, under separate cover, five blueprint copies of the corrected sheet.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Oregon Secondary project statement No. NRS 218 has been examined and found satisfactory for recommendation after correcting the first sheet thereof as attached.

Plans, specifications and estimate have been found satisfactory except that the summary sheet does not show the roadbed section. Further action will be deferred pending receipt of revised sheet showing this information.

We would also like to have the customary copies of letters from the U. S. Reemployment Service approving the 40-hour week.

It appears that Hardman is incorporated. We would appreciate advice as to whether the improvement extends into the corporate limits. If it does, plan sheet No. 3 should be revised to show the corporate limits and a revised estimate submitted showing NRM and NRS sections. Also, the customary town resolutions should be furnished.

Prompt advice concerning these details will be appreciated so that we may clear the project for advertising.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

STATE Oregon

PROJECT NO. NRS 218
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY
NATIONAL INDUSTRIAL RECOVERY ACT
~~FEDERAL AID ROAD ACT~~
Approved ~~[illegible]~~
June 16, 1933

(Date) October 20, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved June 16, 1933 ~~[illegible]~~, entitled "An Act to encourage national industrial recovery, to foster fair competition, and to provide for the construction of certain useful public works," ~~[illegible]~~ as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agricultur under the provisions of the said Acts.

1. Local name of road Hardman-Chapin Creek Section, Heppner-Spray Highway
2. Between ~~[illegible]~~ Hardman and a point in the NE 1/4 of Sec. 14, T 5 S, R 28 E.
3. Between intermediate control points if used: and

County of

4. Length in miles (gross) 3.1 (net) 3.1
5. Preliminary estimate of cost: Total, $ 44,480; section of road to be first improved, $ 44,480,

of which $ None is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income Sufficient to insure comple.: Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 243, laws 1931.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5073

October 21, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for grading of the Hardman-Rock Creek Section, Project No. NRS 218. Five sets of blueprint plans, and five bid proposals, are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Proj. No. NRS 218

HARDMAN-ROCK CREEK SECTION OF THE HEPPNER SPRAY HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans. Not as basis for project agreement).

Salem, Oregon, October 21, 1933

All Required		Clearing & Grubbing		$ 1,000.00
33,000	cu. yds.	Common Excavation	$0.25	8,250.00
34,000	" "	Solid Rock Excavation	0.80	27,200.00
35,000	yd. sta.	Overhaul	0.02	700.00
6,600	yd. mi.	Truck Haul	0.15	990.00
150	lin. ft.	18" Concrete Pipe	2.00	300.00
120	" "	18" Corr. Iron Pipe	2.00	240.00
70	" "	24" Concrete Pipe	3.00	210.00
100	" "	36" " "	5.00	500.00
140	" "	36" Extra Strength Corr. Iron Pipe	6.00	840.00
		Sub-total		$40,230.00
		10% Engr. & Cont.		4,023.00
		Total		$44,253.00

Length 3.106 miles

Cost per mile $14,247.58

National Recovery Secondary Highway Funds Requested $44,253.00

October 20, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Hardman-Chapin Creek Section of the Heppner-Spray Highway, to which has been assigned No. NRS-216.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS-218
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~[illegible]~~

~~[illegible]~~

NATIONAL INDUSTRIAL RECOVERY ACT

Approved June 16, 1933

(Date) October 20, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Hardman-~~[illegible]~~ Rock Creek Section, Heppner-Spray Highway

2. Between control points of official description: ______ and ______

3. Between intermediate control points if used: ______ and ______

County of ______

4. Length in miles (gross) 3.1 (net) 3.1

5. Preliminary estimate of cost: Total, $ 44,450; section of road to be first improved, $ 44,450, of which $ 44,450 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

Current Income Sufficient to insure comple.: Chap. 175, laws 1917: Chap. 31, laws 1920: Chap. 248, laws 1931
(Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income: Chap. 41, laws 1927; Chap. 248, laws 1931 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

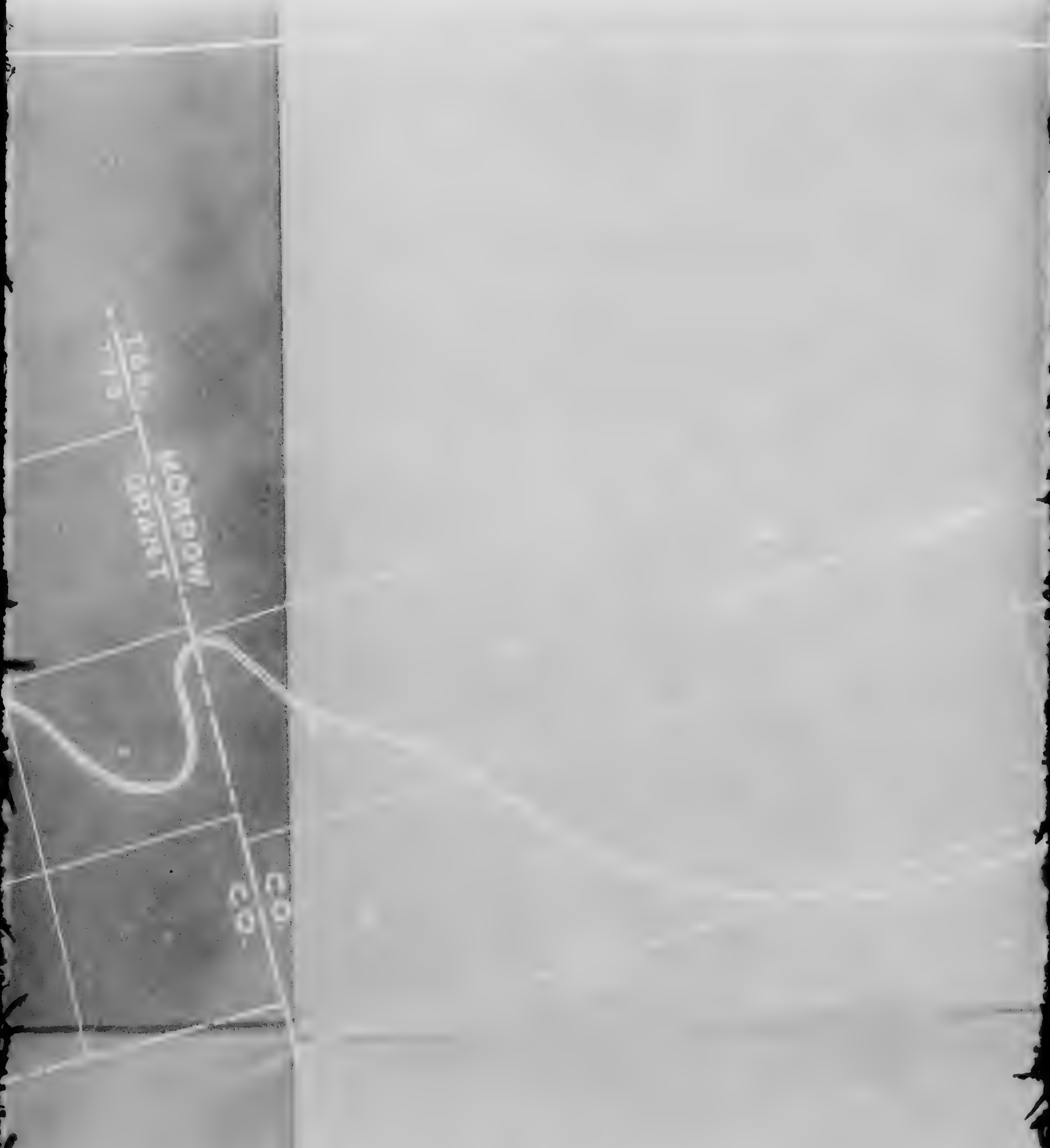
As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

[illegible] 8—[illegible]

HARDM
HE


MORROW
GRANT
CO.
CO.

CONTRACT #1543,

NRM 200-A East 82nd Ave.-City Limits 1933
1543 Sec.

7

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 29, 1934

Mr. R. H. Baldock;
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of September 25th and your reply of September 28th, regarding item of $25.00 for equipment rental on the final voucher for U. S. Public Works project NRM 200-A.

This is to advise you that in accordance with your letter we are recommending payment of this voucher in the reduced amount of $13,703.46. Your letter showed this figure to be $13,723.46, which is only $5.00 less than the amount originally submitted.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Im

200 A

September 28, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of September 25th concerning the item "Equipment Rental" on the statement of costs of work performed by the City of Portland in connection with U.S.P.W. Project No. NRM 200-A.

The invoices submitted from the City of Portland give the costs for use of their equipment at rental rates, and, while these rates, no doubt, include operating costs and necessary repairs, we are unable to ascertain these costs from the available data. Accordingly, since the item in question is minor, it is our suggestion that it be eliminated and that the final voucher be approved in the reduced amount of $13,703.46.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

13728.46
13703.46
25.00 ✓

J 39

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 25, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon U. S. Public Works project NRM 200-A, for which the final voucher was recently submitted.

Will you please advise us whether the items under the heading "Equipment Rental" on the statement of costs of work performed by the City of Portland are actually for rental or for operating charges and necessary repairs.

A charge for rental of publicly owned equipment is not eligible for Federal participation, and the voucher is, therefore, being held pending advice as requested.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

NRS 200

September 6, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher in amount of $13,728.46 for the 82nd Avenue-East City Limits Section, Project No. NRS 200. No change was made in the length of the project during construction.

The construction of concrete sidewalks, the cost of which is claimed as a contingency item, was necessary because of changes in the street grade which required removing the existing walk and replacing it with another to conform to the new grade.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

X 38

200

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 1[illegible], 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Reference is made to intermediate voucher for Oregon USPW Project No. NRM 200, covering period from February 17, 1934, to March 19, 1934, submitted in amount of $11,599.77, and received with your letter of July 11, 1934.

This project has been completed since Mar. 19, 1934, practically a period of four months. As the other states in this district frequently submit the final voucher within three weeks after the completion of the project, and as more than sufficient time to prepare the final papers for this project has elapsed, we are returning all copies of the voucher with the suggestion that a final voucher be submitted in the near future.

Very truly yours,

R. H. Lynch

R. H. LYNCH
District Engineer

Encls.

REFERRED TO
Probert
By State Highway Engineer

f 38

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE NO. Ore. NRM 200-A

June 4, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jwr

H4pr-19627

Form P. R. 2

State Oregon

U. S. Public Works Project No. NRM 200, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 26th day of August, 1933, a project statement, which was approved by the Secretary on the 11th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 31st day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-seven thousand, seven hundred sixty-three and no/100 dollars ($37,763.00) as the share of the United States payable under said act on account of Section A of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

~~Between~~ A portion of East Stark Street in the City of Portland, between survey station 0+00 at the east line of 82nd Street, and station 26+13.37 at the east city limits,

, length 0.494 of a mile~~s~~, in Multnomah County, being Section A of Oregon U.S. Public Works project No. NRM 200, consisting of 0.494 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirty-seven thousand, seven hundred sixty-three and no/100 dollars ($ 37,763.00), certified to the Secretary of the Treasury as above mentioned, which ~~does~~

~~not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~XX~~), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. ~~The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ Maintenance of the project will be by the City of Portland, pursuant to its agreement of December 10, 1933, with the Highway Department.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 22 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C. J. Washburn

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U S GOVERNMENT PRINTING OFFICE: [illegible] 8—5518

By

Acting Chief, Bureau of Public Roads.

#1021

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRM 200-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 37,763.00 as the total estimated cost of said project, and the sum of $ 37,763.00 as the share of the United States, payable under said acts on account of such project, which [illegible] is [illegible] said total estimated cost.

Done at the city of Washington, this 22 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
[illegible]

By P. St. J. Wilson
Actg. Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

#1543

2-0-0-a

April 26, 1934

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1543 for the construction of the 82nd Avenue-East City Limits Section of the Base Line Highway in Multnomah County has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 5, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $32,146.93 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 338—4M—9-33.

OR N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Mar 17, 1934

Section E 8th Ave to E. City Limits

Kind of work Grading + Paving

Highway Base Line

Section prefix 26PD; N.RM 200

Contractor Jacobsen + Jensen

Contract number 1543

Date of contract Nov 15, 1932

Date of completion April 30, 1934

Date work started Nov 25, 1932

Estimated date of completion Mar - 19, 1934

Amount of contract $34,235.00

Per cent of time elapsed 74 %

Estimated cost of completed project, exclusive of engineering $34,276.00

Per cent of contract completed, based on total contract price 99 %

Engineering costs to date, $1750.00, 85 %

Date project was completed ✓, 193✓

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is practically completed. This week work was completed on the sidewalk area and on the intersecting street approaches, and the pavement was marked off. There are a few minor items which will be completed this week.

MAR 1934

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

10

	GRADING	~~SURFACING~~ [illegible]	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.5				.5
Miles partially completed	—				—
Miles completed	.5				.5
Total estimated quantities	[illegible]	[illegible]			13,306
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	71				

Percentages of men employed on contract to be secured from:

Mult. County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Mult COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	71						
Men and teams							
Men and trucks under 3 tons	1						
Men and trucks over 3 tons							
Men and tractors			[illegible]	[illegible]	[illegible]		
[illegible]	1	4½	[illegible]	[illegible]			

Equipment used during week: Shovels 1 [illegible], Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear	[illegible]	
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Rain	[illegible]	
Friday	Clear		
Saturday	"		

1-L-1 11100 1M 8-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

26-2

OREGON STATE HIGHWAY COMMISSION
OFFICE OF LESLIE M. SCOTT, CHAIRMAN
1025-29 YEON BUILDING
PORTLAND, OREGON

February 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. Baldock:

Here is a letter from Mrs. O. F. Leeser, urging work on the Base Line Road project.

I spoke to you about this matter by telephone. I think that we ought to bring all possible pressure to bear on this contractor. It seems too bad that this fine weather is going by without construction.

full

Yours truly,

Scott

RECEIVED
FEB 13 1934

LMS ES
Enclosure: 1

REFERRED TO
H. G. Smith
By State Highway Engineer

Please advise
what you have done
in response to
my phone
conversation with
of yesterday.
R.H.B.

[illegible]
1 8 tons day

Feb 10 1934

Mr Rosse [illegible]

Dear Sir

I have been wondering why they are delaying Stark St betwen 82 and 92 ave so long it cant hardly be of bad weather for Thursday they quit at 2^{30} P.m friday and Saturday was as nice weather as you want to wish for but no one working on a main highway That the Public work has been delayed all along the line My Wife and 2 were getting $55.00 a month and it has been completely taken away from me That was all that we have been living from and now it is gone and cant get enny work if I only could get a job to keep from begging Why cant you do something my little business gone and no one to do eny thing for us I dont want to beg I want to work

yours and oblige O.F. Leeser
1210 S.E. 92 ave city

Why not work while wather is
good 3 dayes of fine weather and
no work and lots of men on
the streets that wants to work
and lost valent work all winter
and tear delaying Start at that
should of been done by now you
say we are getting it don for nothing
its costing us a/ lowty the few men
that are working are eating and
those that are looking on and
wants to eat have to go with out
and work is laying idle just k
of the bunc just to feed a few
and starve the rest

26-2

January 25, 1934

Mr. and Mrs. B. F. Leeser
1210 South East 92nd Avenue
Portland, Oregon

Dear Mr. and Mrs. Leeser:

Your letter of January 18 is at hand, calling attention to the traffic on Base Line Road, between 82nd and 92nd Avenues.

Contract for this work, in the amount of some $58,000, has been let, and the work would procede and be now finished but for bad weather, which makes it impossible to carry on construction satisfactorily. If the work should be pushed forward in the bad floods which have prevailed in the past several weeks, the result would be unsatisfactory to the public. We are doing the best that we can, but we cannot control the rain, and we cannot build a street when the street is full of water.

I am sorry that you are suffering a loss, but I do not see how that loss could be prevented. The public demands that this work be carried on in winter if possible. Therefore preparations are made to carry it on in winter. Bad weather prevents. Therefore the work stops. At the earliest possible moment this work will be pressed forward. The public interest requires that this work be done.

If individuals along the road are injured, I deeply regret that fact. I wish that you could be saved from the loss which the public interest has made necessary. Always that is the way in public work. Someone suffers.

The Highway Commission prefers to refrain from winter construction, but, in the present emergency of unemployment and under Federal requirements, it is obliged to carry on projects in the winter, the money for which is provided by the national government. . In the Base Line Contract the contractor is required to provide connections and detours for Base Line Road traffic. This has been done, Also, it is required that the contractor provide inlet and outlet facilities for abutting property owners. This also he has done. As for providing facilities for merchants near or at a distance from the work, that has not been done and could not be done without adding heavily to the expense. The traveling public is not complaining, nor are the abutting property owners. This street is being reconstructed without cost to the City of Portland or to the abutting property owners. The Base Line Road traffic is well provided with detours. I sight these matters because I believe that they should be borne in mind in any criticism of this project.

I am referring your letter to the State Highway Engineer for his attention. He is very desirous of pushing this work to completion, and will do so as soon as it can be done.

Yours truly,

Leslie M. Scott

LMS ES

4 copies made

1/25/34
gkr

FORM 5-L-1 11160 1M 9-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

nrm 200 A

OREGON STATE HIGHWAY COMMISSION
OFFICE OF LESLIE M. SCOTT, CHAIRMAN
1025-29 YEON BUILDING
PORTLAND, OREGON

January 25, 1934

Mr. R. H. Baldock
State Highway Department
Salem, Oregon

Mr. Baldock:

This letter relates to Base Line Road, between 82nd and 92nd Avenues, where bad weather has stopped construction work.

Mr. and Mrs. B. F. Leeser have suffered loss. I have replied that the loss is unavoidable. I know that you will press forward this work as fast as can be done, or as fast as the weather will permit.

Yours truly,

Scott

LMS ES
Enclosure: 1

200-A

[illegible] 1933

er of January 8,

Boulevard-Dairy

ently awarded to

relative to the

ucher for the work.

to which reference

addressed to the

Avenue, Portland,

the applications

officials in

the view of enlist-

elf with their

hunter [illegible]

[illegible]

Engineer

By

R. E. Probert
Office Engineer

REP:ER

cc W. R. Chandler
A. D. Ross

Encl.

200-

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

January [illegible], 193[illegible]

L. I. [illegible]

Encl.

200-R

January 20, 1934

Jacobsen-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

For use in connection with the Sandy Boulevard-Halsey Street Pavement Widening Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office at 836 S. W. First Avenue, Portland, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc W. E. Chandler
A. D. Bean

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._______

POST OFFICE BUILDING
PORTLAND, OREGON

January 10, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Eason's letter of January 8, relative to replacing the sidewalk on Oregon U.S.Public Works project No. NRM 200-A, Base Line Road, Portland.

In view of the fact that we are in effect destroying the usefulness of the existing walk, we will recommend the reconstruction of this walk as a contingency.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

Copy given to Eason.
[illegible]

January 2, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the 82nd Avenue-East City Limits of the Base Line Highway, Project No. NRM-200.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Municipal
Highway Project No. NRM-200

82nd AVENUE-EAST CITY LIMITS SECTION OF

THE BASE LINE HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 21, 1933.

10,000	cu. yds.	Excavation, Single Classification	$ 0.20	$ 2,000.00
400	" "	Trench Excavation	0.75	300.00
13,000	yd. mi.	Truck Haul	0.20	2,600.00
5,500	sq. yds.	Removal of Old Pavement	0.20	1,100.00
800	lin. ft.	8" Drain Tile	0.60	480.00
23	only	Concrete Catch Inlets	15.00	345.00
5,000	lin. ft.	Concrete Curb	0.40	2,000.00
14,000	sq. yds.	Portland Cement Concrete Pavement	1.53	21,420.00
1,800	lin. ft.	3/4" Expansion Joints	0.20	360.00
6,000	" "	1/2" " "	0.15	900.00
5,500	" "	Contraction Joints	0.04	220.00
1,200	only	Dowels	0.20	240.00
6,000	lbs.	Tie Bars and Reinforcement	0.05	300.00
400	lin. ft.	Wood Header Blocks	0.10	40.00
1,000	cu. yds.	Lower Course Cushion	1.50	1,500.00
350	" "	Top " "	1.50	525.00
			Sub-total	$ 34,330.00
			10% Engr. & Cont.	3,433.00
			Total	$ 37,763.00

Length	0.494 mile
Cost per mile	$ 76,443.32

National Recovery Municipal Highway Funds Requested . . . . $ 37,763.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920, Chap. 88, laws 1931

Funds for Maintenance: City of Portland Resolution dated December 2, 1933

400-a

December 27, 1933

Jacobsen-Jensen Co.
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

We are sending you by express an executed copy of the contract that was awarded to you for the construction of the 82nd Avenue-East City Limits Section of the Base Line Highway in Multnomah County.

We wrote you on December 4 that we were mailing you this copy, but it was misdirected and has been just returned to us.

Very truly yours

Secretary

HBG:AJ

NRM 200

December 21, 1933

Mr. George Buck
County Roadmaster
Multnomah County Court House
Portland, Oregon

Dear Mr. Buck:

When Multnomah County constructed the thirty-foot pavement on the Base Line Road east of Portland, it terminated the work about 200 feet east of the city limit line. The purpose of this was, presumably, to allow space within which to adjust the grade of the county road to suit the grade of the city street at such time as the street might be paved.

We are now paving the street as a federal municipal project, and it occurs to us that while our contract is in progress, the County might be able to have this short gap paved at a lower cost than later. We would, or course, like to see the work done, as the short stretch of 18-foot pavement between the County's 30-foot pavement and the full width street pavement will be more or less of an eye-sore.

The paving of the gap will cost only about $1,200. We would consider doing it ourselves, but our project is a "municipal" project and the funds allotted thereto can not be used on work outside of the corporate limits of the city. State money can not be expended on it as the Base Line Road is not a state highway.

In case you should desire to have our contractor do this work for you, we suggest that the matter be taken up with him sufficiently early to enable him to coordinate the work in the most economical manner with the work within the city.

We will be pleased to have an expression from you in regard to this matter.

Very truly yours

R. H. BALDOCK
State Highway Engineer

wrm 200-a

December 19, 1938

Jacobsen-Jensen Company,
517 N. E. Stanton St.,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of December 16th concerning your copy of your contract No. 1543 .

Please be advised that according to our records your copy of the contract was sent to you by express on December 4th. However, the express company have no record of it being forwarded to you. We are trying to locate the copy here and are asking the surety company if the will be willing to substitute their executed copy for a certified copy of the contract. If they will do this we will furnish you with the copy which was forwarded to the surety. We are sending to you under separate cover an unexecuted copy until we can either locate your copy or furnish you with another.

Very truly yours,

Secretary.

Dict. by J. McFarland.

December 20, 1935

Harvey Wells Insurance Agency,
Failing Building,
Portland, Oregon.

Gentlemen:

Reference is made to the Jacobsen-Jensen Company contract No. 1843 - 82nd Avenue-East City Limits Section of the Base Line Highway.

Please be advised that the contractors copy of this contract has either been lost in being forwarded to their office or has been misplaced. Will you please advise if it would be satisfactory to you to exchange the executed copy of the contract which was forwarded to you on December 4th for a certified copy. If you are willing to do this please return the executed copy and we will prepare a certified copy for your files.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to Jacobsen-Jensen Co.,

711

Phone GArfield 3313

JACOBSEN-JENSEN CO.
General Contractors
517 N. E. Stanton Street
PORTLAND, OREGON

Dec.16,1933.

Mr.H.B.Glaisyer,Secretary,
Oregon State Highway Commission,
Salem,Oregon.

Dear Sir:

Replying to yours of the 15th instant relative to our Contract #1543 with your Commission, wish to say that we have called up Harvey Wells Insurance Agency's Office,but they inform us that they have only received one copy.We also called the Railway Express Co., but they cannot find any record of it.

Thanking you for the above at your earliest convenience, we are

Very truly yours,

Jacobsen-Jensen Company,
By H. T. Jacobsen
Sec'y-Treas.

Secretary

AJ

cc Great American Indemnity Co.
% Harvey Wells Insurance Agency
Failing Building
Portland, Oregon. Our records indicate that we sent
you a copy of this contract, via express, on December
4. It may be that the contractor's' copy was attached
to yours, and consequently sent in the same package.
Please give them their copy if H. B. G.
you have it. Thank you.

Nrm 200

December 15, 1933

Jacobsen-Jensen Co.
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

We have your letter of December 13 wherein you state that you have not yet received your copy of State Highway Contract No. 1543 - construction of 82nd Avenue-East City Limits Section of the Base Line Road (E. Stark Street) in Multnomah County.

We have checked our records, and it is likely that your copy was inadvertently mailed to the surety on your bond - Great American Indemnity Company, Harvey Wells Insurange Agency, Failing Building, Portland.

Will you please inquire of the Harvey Wells Insurance Agency whether they received your copy of the contract? If they are not in possession of your copy, please inform us.

Very truly yours

Secretary

AJ

cc Great American Indemnity Co.
℅ Harvey Wells Insurance Agency
Failing Building
Portland, Oregon. Our records indicate that we sent you a copy of this contract, via express, on December 4. It may be that the contractor's copy was attached to yours, and consequently sent in the same package. Please give them their copy if you have it. Thank you.

H. B. G.

Phone GArfield 3313

JACOBSEN-JENSEN CO.
General Contractors
517 N. E. Stanton Street
PORTLAND, OREGON Dec.13,1933.

State Highway Commission,
State Building,
Salem,Oregon.

Gentlemen:

We have not as yet received the copy of our contract No.1543, which you claim to have sent by Express in your letter of the 4th instant.Will you kindly forward it at the earliest possible, as there are matters that we wish to look up.

Very truly yours,

Jacobsen-Jensen Company,
By H. T. Jacobsen
Sec'y-Treas.

"Municipal projects may include all work necessary for a satisfactory completed improvement including curbs and gutters, catch-basins, drop-inlets, storm water sewers, adequate returns at intersecting streets and the adjustment of existing facilities such as sewers, water mains, gas mains and conduits except when such adjustments are required by statute or ordnance to be made by the owners thereof. The paving of a width adequate for traffic may be included in the estimate. This width shall include the number of lanes necessary for moving traffic plus parking width on one or both sides."

NRM 200

November 28, 1933

Mr. O. Laurgaard, City Engineer
City Hall
Portland, Oregon

Attention of Mr. L. G. Apperson, Construction Engineer

Dear Sir:

Confirming our telephone conversation this afternoon, we are assured by the Bureau of Public Roads that through a provision of the N. R. A. applicable to highway improvements through municipalities, payment can be made from these federal funds for removal or alteration in the water mains and hydrants that will be required within the improved section of the Base Line road project and the proposed 82nd Street improvement. This will cover only the actual cost of labor and materials involved. No overhead charges will be allowed and it is expected that the costs of this work will be held to the minimum required.

Since this work will necessarily have to be done by the Water Bureau force, arrangements will be made to provide a state force order to cover this work and the labor and material costs will be submitted to Mr. Dean, the resident engineer, for his approval and forwarding to the Salem office. The authority for such construction is given on page 7 of Mr. MacDonald's memorandum of June 30, which reads as follows:

> "Municipal projects may include all work necessary for a satisfactory completed improvement including curbs and gutters, catch-basins, drop-inlets, storm water sewers, adequate returns at intersecting streets and the adjustment of existing facilities such as sewers, water mains, gas mains and conduits except when such adjustments are required by statute or ordnance to be made by the owners thereof. The paving of a width adequate for traffic may be included in the estimate. This width shall include the number of lanes necessary for moving traffic plus parking width on one or both sides."

This includes existing connections only and shall not include such adjustments as are required by statute or ordinance to be made by the owners thereof as in the case of new connections.

Very truly yours,

State Highway Engineer

RHB:HI

cc A. B. Dean
F. D. Mason

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

November 28, 1933

FILED
1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the writer's telephone conversation of today concerning water connections on municipal projects. This letter is written to forestall the possibility of any misunderstanding in connection with the statements made.

The second paragraph on Page 7 of Mr. MacDonald's memorandum of June 30, 1933, reads as follows:

> "Municipal projects may include all work necessary for a satisfactory completed improvement including curbs and gutters, catch-basins, drop-inlets, storm water sewers, adequate returns at intersecting streets and the adjustment of existing facilities such as sewers, water mains, gas mains and conduits except when such adjustments are required by statute or ordnance to be made by the owners thereof. The paving of a width adequate for traffic may be included in the estimate. This width shall include the number of lanes necessary for moving traffic plus parking width on one or both sides."

As understood by the writer, the connections of which you spoke are existing connections which must be adjusted to fit the new work. If such is the case, the actual cost of the work as done by the city will be satisfactory for inclusion in the final voucher as a contingency, unless "such adjustments are required by statute or ordnance to be made by the owners thereof." If they are new connections, they should not be included.

Trusting that this explanation will be satisfactory, we are

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer

Evans

Read & be guided accordingly. I have changed your letter.

S H Probert

PORTLAND OREGON

Nov. 27th 1933

RECEIVED
NOV 27 1933

Mr. W. H. Lynch,
Division Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir,-

Confirming our conversation of this morning, Jacobsen and Jensen have started work on East Stark Street (Base Line Road) from East 82 nd. Ave to East City Limits of the City of Portland, on the above date.

Contract No. 1543 ; N R M 200.

Very Truly Yours,

Resident Engineer.

November 18, 1933

Mr. A. B. Dean
Resident Highway Engineer
425 S. E. 81st Street
Portland, Oregon

Dear Sir:

On the day that work is started on the Jacobsen-Jensen Co. Contract for the paving of the 82nd Avenue-East City Limits Section of the Base Line Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract No. 1543, National Recovery Municipal Project 200.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:WE

cc Mr. W. E. Chandler

[illegible]

November 17, 1933

Jacobsen-Jensen Co.
Portland, Oregon
517 N E Flanders st

Gentlemen:

For use in connection with the 82nd Avenue-East City Limits Paving Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 836 S. W. First Avenue, Portland, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. E. Chandler
cc Mr. A. B. Dean

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRM 200, the 82nd Avenue-East City limits section of the Base Line Highway, to Jacobsen-Jensen Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
OCT 17 1933
OREGON
STATE HIGHWAY COMMISSION

October 16, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On October 11 the Acting Chief of Bureau approved Oregon Federal aid project statement No. 200.

The approval was subject to the condition that the project agreement will not be entered into until additions to the system of Federal Aid highways approved for Oregon shall have been approved to include this project.

As the additions to the system were approved on October 10, the conditional approval of the project statement in that connection is of no consequence.

Very truly yours,

W. H. LYNCH
District Engineer

by

F. B. Andrews
F. B. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 27, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Our Washington Office has advised that proposed Oregon Municipal Projects 200 and 201 (Lombard Street and Base Line Road in Portland) do not conform to the requirements for such projects and that they consequently cannot be approved.

Very truly yours,

W. H. LYNCH
DISTRICT ENGINEER

By L Canfield
L. J. Canfield
Highway Engineer.

RECEIVED
SEP 28 1933
OREGON
STATE HIGHWAY COMMISSION

September 1, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the improvement of Base Line Road in the City of Portland. No. NRM-200 has been assigned to this project.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. ____________
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) August 26, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Base Line Road in City of Portland

2. Between control points of official description: ____________ and ____________

3. Between intermediate control points if used: ____________ and ____________

County of ____________

4. Length in miles (gross) ____________ (net) ____________

5. Preliminary estimate of cost: Total, $____________; section of road to be first improved, $ 25,000.00, of which $____________ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ____________ (Amount.)

____
(Source; refer to statute.)

(b) County ____________
(Amount.) (Source; refer to statute.)

____

7. Funds for maintenance to be provided by ...., from the following
(State or (and) county.)

sources: ....
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: ....

....

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: ....

....

....

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: ....

....

....

11. Additional remarks: ....

....

....

....

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By ....

As Chairman
(Title of officer.)

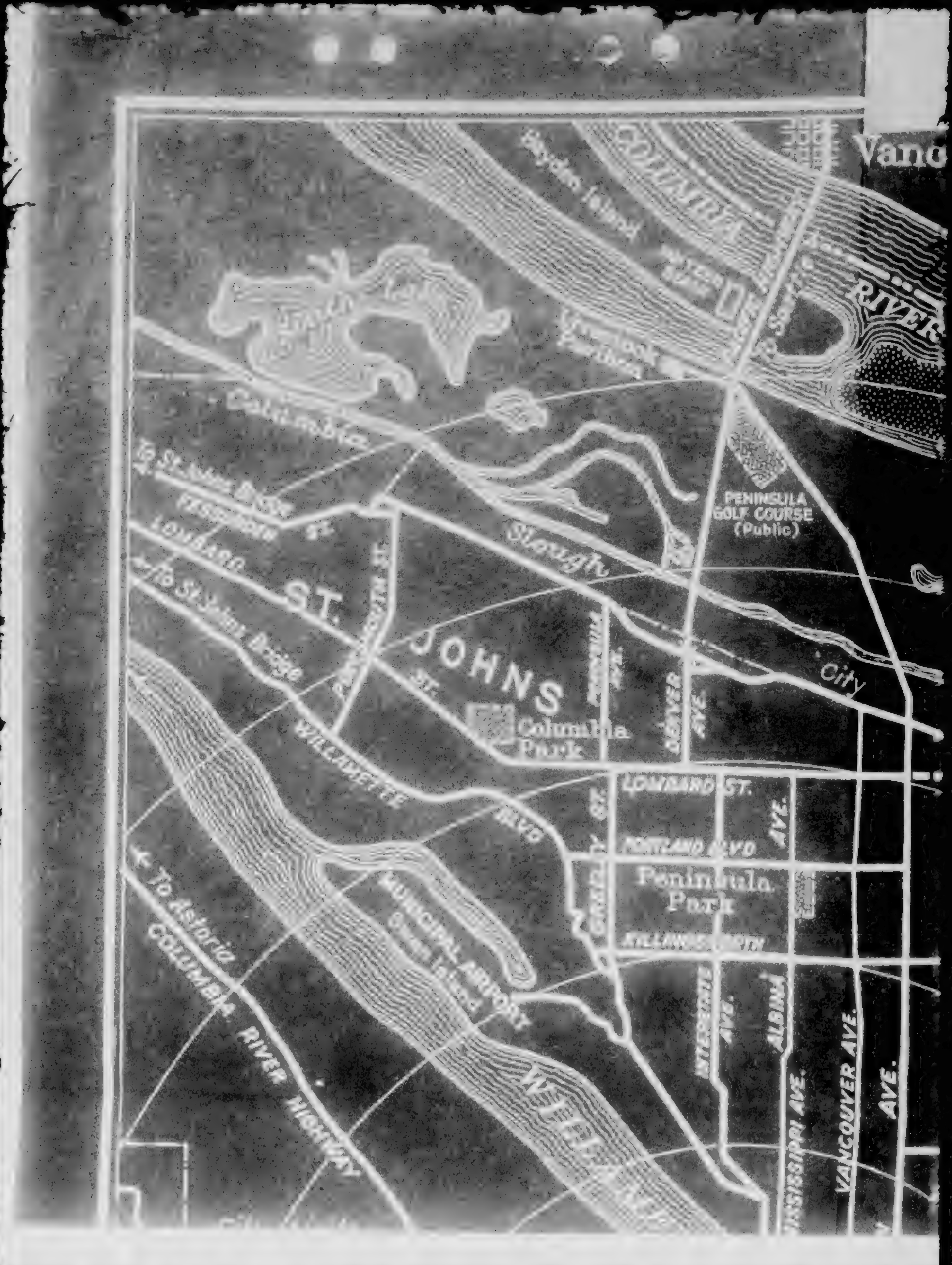
By ....

As Commissioner
(Title of officer.)

By ....

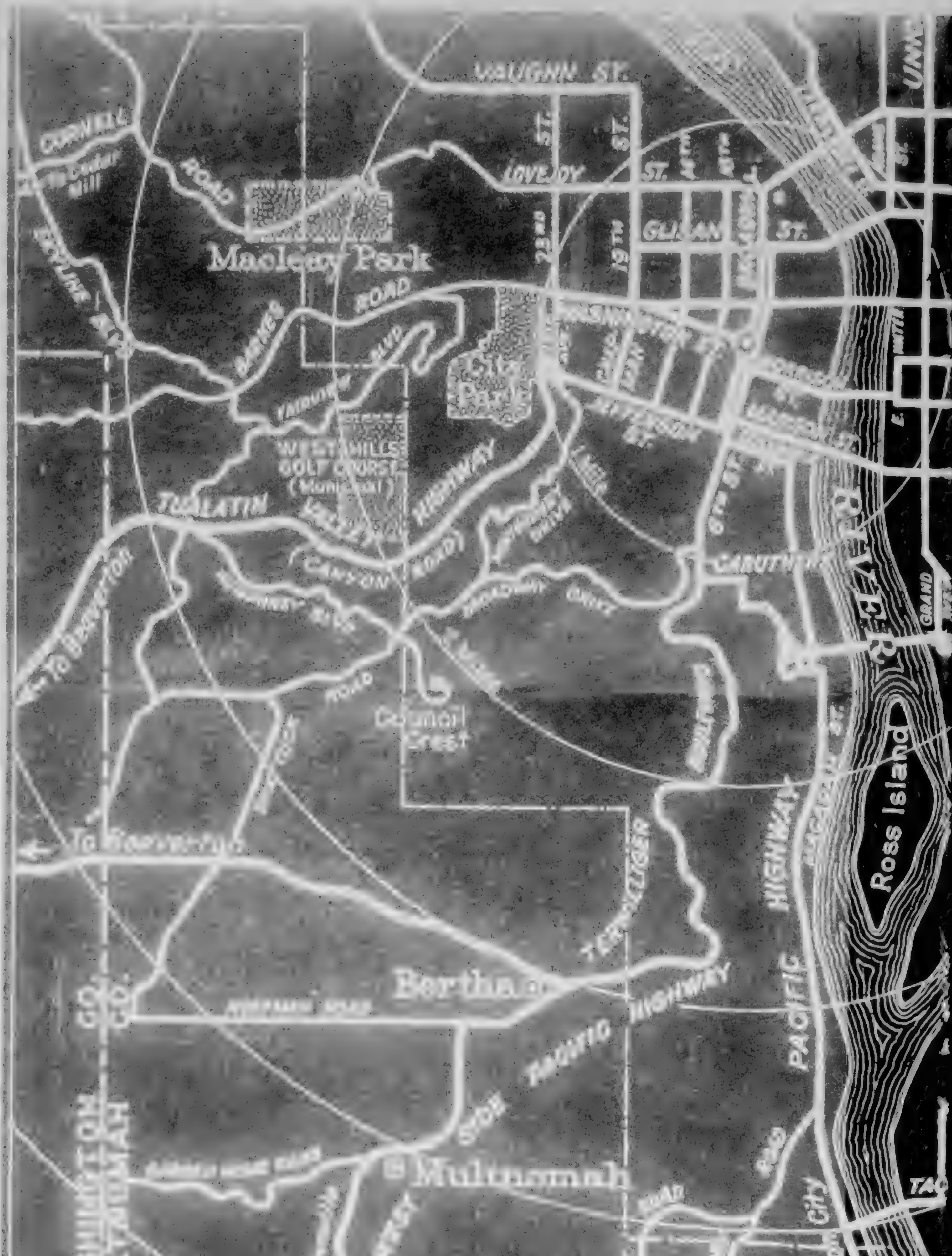
As Commissioner
(Title of officer.)

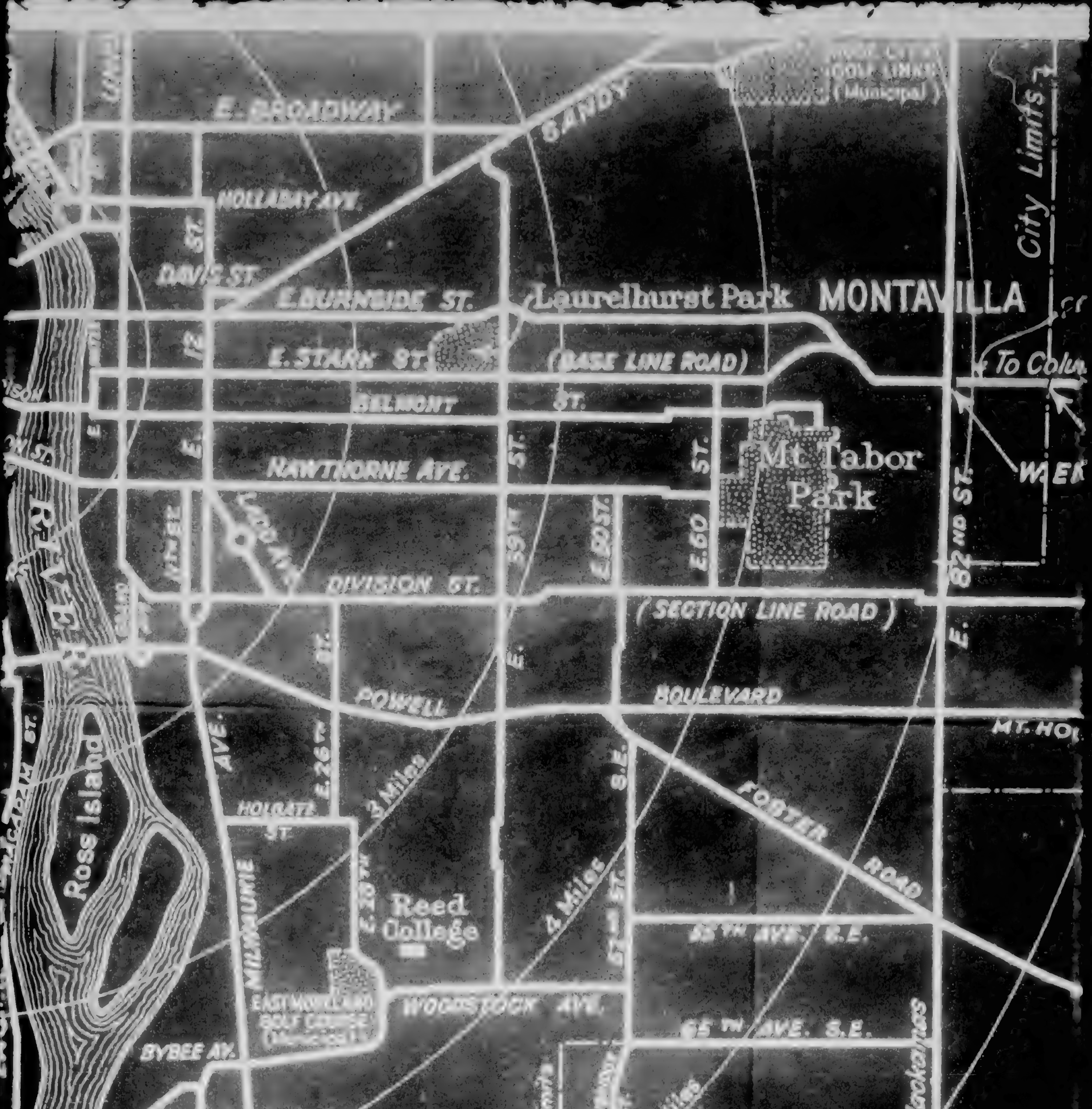
GOVERNMENT PRINTING OFFICE 8—50 2

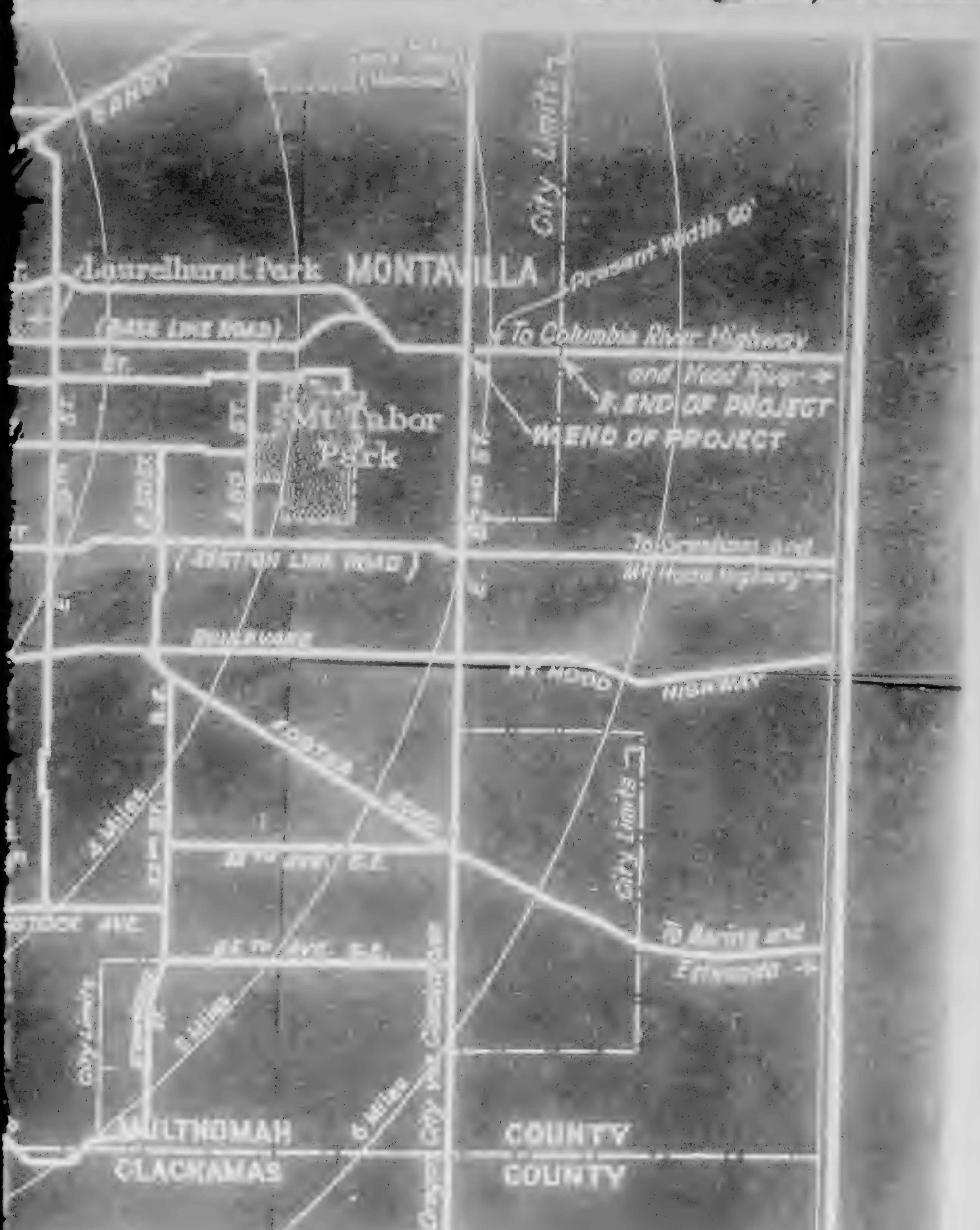

Vanc
COLUMBIA
RIVER
Hayden Island
Columbia
Slough
To St. Johns Bridge
FESSENDEN ST.
LOMBARD
ST.
JOHNS
ST.
To St. Johns Bridge
WILLAMETTE
BLVD
Columbia
Park
DENVER
AVE
PENINSULA
GOLF COURSE
(Public)
City
LOMBARD ST.
PORTLAND BLVD
Peninsula
Park
KILLINGSWORTH
AVE.
INTERSTATE
AVE.
ALBINA
AVE.
MISSISSIPPI AVE.
VANCOUVER AVE.
AVE.
MUNICIPAL AIRPORT
Swan Island
← To Astoria
COLUMBIA RIVER HIGHWAY
WILLA

STATE HIGHWAY DE
BASE LINE ROAD
CITY OF PORT
Multnomah Cou
N.R.M. PROJECT
0
LEGEND
City Limits

BASE LINE ROAD SECTION
CITY


VAUGHN ST.
CORNELL
ROAD
Macleay Park
LOVEJOY
ST.
GLISAN
ST.
23RD
19TH
ST.
SKYLINE BLVD
BARNES
ROAD
FAIRVIEW BLVD
City Park
JEFFERSON ST.
WEST HILLS GOLF COURSE (Municipal)
HIGHWAY
TUALATIN
VALLEY
CANYON
ROAD
6TH ST.
CARUTHERS
BROADWAY DRIVE
To Beaverton
ROAD
Council Crest
RIVER
GRAND
E.
To Beaverton
TERWILLIGER
HIGHWAY
MACADAM ST.
Ross Island
PACIFIC
Bertha
HIGHWAY
PACIFIC
SIDE
WASHINGTON CO.
MULTNOMAH CO.
Multnomah
ROAD
City
To Oregon
TA


E. BROADWAY
SANDY
(Municipal)
City Limits
HOLLADAY AVE.
DAVIS ST.
E. BURNSIDE ST.
Laurelhurst Park
MONTAVILLA
E. STARK ST.
(BASE LINE ROAD)
To Colu
BELMONT ST.
HAWTHORNE AVE.
Mt Tabor Park
E. 60 ST.
E. 50 ST.
E. 39TH ST.
E. 12 ST.
E. 82ND ST.
W. EN
DIVISION ST.
(SECTION LINE ROAD)
POWELL BOULEVARD
MT. HO
RIVER
Ross Island
MILWAUKIE AVE.
E. 26TH ST.
HOLGATE ST.
3 Miles
FOSTER ROAD
4 Miles
Reed College
E. 28TH
55TH AVE. S.E.
EAST MORELAND GOLF COURSE (Municipal)
WOODSTOCK AVE.
65TH AVE. S.E.
BYBEE AV.
SELLWOOD
City Limits
5 Miles
6 Miles
TACOMA AVE.
MULTNOMAH
COUN
CLACKAMAS
COUN
City Limits
To Oregon City
To Oregon City
To Oregon City via Clackamas
E. 13TH
E. 17TH


SANDY
Laurelhurst Park
MONTAVILLA
(BASE LINE ROAD)
Mt Tabor Park
City Limits
Present Width 60'
To Columbia River Highway and Hood River →
E. END OF PROJECT
W. END OF PROJECT
(SECTION LINE ROAD)
To Gresham and Mt Hood Highway →
MT HOOD HIGHWAY
FOSTER ROAD
City Limits
To Boring and Estacada →
4 Miles
5 Miles
6 Miles
City Limits
MULTNOMAH COUNTY
CLACKAMAS COUNTY

CONTRACT#1544,

NFS 215-A Buell-Salt Cr. Sec. 1933

1544

215-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FOR FIL

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon NRS 215-A (1935)
(Buell-Salt Creek Section)

October 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Assoc. Highway Engineer

Encls.

Ron

Section A, Oregon U. S. Public
Works Highway Project No. NRS 215 (1935).

Hwy 18105

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 11, 1935, by the Oregon State Highway Commission, and on April 2, 1935, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section A of Oregon U. S. Public Works Highway Project No. NRS 215 (1935); and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said Section A be increased from $8,200.00 to $11,675.22:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of eleven thousand, six hundred seventy-five and 22/100 dollars ($11,675.22) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Paragraph (b) of Article III shall be and is hereby stricken out.

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eleven thousand, six hundred seventy-five and 22/100 dollars ($11,675.22), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eleven thousand, seven hundred twenty-four and 35/100 dollars ($11,724.35), the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 15th day of September, 1936, and the Secretary of Agriculture on the 13th day of Oct, 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

Section A, Oregon U. S. Public
Works Highway Project No. NRS 215-A (1935).

215-A

CROSS REFERENCE SHEET

Name or Subject Buell-Salt Creek Secondary Dallas-Coast Highway. **File No.**

Regarding Sections of old highway to be retained by state. **Date** November 1, 1935

SEE CONSTRUCTION
Right-of-Way
Retention

Name or Subject **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE"

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COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

215-a

X

RECEIVED
1935
CONST

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

July 2[illegible], 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

There is a gap, as you know, of approximately one mile between the two grading sections at Buell. An O-50 on this old road would probably last for a couple of years, and the total cost would be about $800.00. I would like to recommend that this be done, unless this grading job is to go on the next year's budget.

This can be done under the contract job, using the contract price for asphalt and rock. It would be necessary, of course, to keep the cost separate, as the Bureau would probably not charge this cost against the Government work.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:A.
cc R. H. Baldock
J. [illegible]. Bishop

Baldock

215-A

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

915-A

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon USPW projects
NRS 215-A (1935)
~~NRS 215-C (1935)~~

April 11, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Hwy 18105

Form P. R. 2

U.S.Pub.Works Hwy.

State Oregon

Project No. NRS 215-A (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of February, 1935 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 18th day of October, 1933, a project statement, which was approved by the Secretary on the 3rd day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 17th day of October, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, two hundred and no/100 dollars ($8,200.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds apportioned under act approved June 18, 1934 (Public No. 393, 73rd Cong.), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws 1917, Chap. 31, laws 1920, Chap. 248, Laws 1931.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 250+11.5 at the south end of the Mill Creek Bridge in the SE 1/4 Sec. 28, T 6 S., R 6 W., W. M. and survey station 453+70 in the NW 1/4 of Sec. 6, T 7 S, R 5 W, W.M. (excepting therefrom Salt Creek Bridge between stations 442+35 and 442+92)

, length 3.844 miles, in Polk County, being Section A of Oregon U.S.Pub.Wks.Hwy. project No. NRS 215/(1935), consisting of 3.844 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span, o~~[illegible]~~ known locally as the Duell-Salt Creek section of the Dallas-Coast Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eight thousand, two hundred and no/100 dollars ($8,200.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eleven thousand, seven hundred twenty four and 35/100 dollars ($11,724.35), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than twenty-foot span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, Chap. 248 Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 29 day of April, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By L M Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting *Chief, Bureau of Public Roads*

8-5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~highway~~ U.S.Pub.Wks.Hwy. designated in the records of this Department as Project No. NRS 215-A (1935) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 11,724.35 as the total estimated cost of said project, and the sum of $ 8,200.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 2d day of April one thousand nine hundred and thirty-five

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE : 1934 8—6820

VE
- 1935

January 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Buell-Salt Creek Section, Project No. NRS 215-A (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 215-A (1935)

BUELL-MILL CREEK SECTION OF
THE DALLAS-COAST HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, December 27, 1934

Oil Mat Surface Treatment, Type O-11 Modified

2,500	cu. yds.	Mineral Aggregate in Place	$ 2.25	$ 5,625.00
47	tons	Emulsified or Cut-back Asphalt in Place	23.00	1,081.00
155	tons	No. 3 Road Oil in Place	25.50	3,952.50
		Sub-total		$ 10,658.50
		10% Engr. & Cont.		1,065.85
		Total		$ 11,724.35

Length of Roadwork	3.844 miles
Cost per mile	$ 3,050.03

NRS Funds Requested -	$ 8,200.00
State Funds Available -	3,524.35
	$ 11,724.35

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

Cost Data &o Final Report Dec.8 1934

Da[illegible] Coast Highway, Bu[illegible] Sal[illegible]reek Section, Grading Se[illegible]ion [illegible]ntract 1544 Prefix 127 PA
Chas. Leonard Contractor
W.H.Stewart Res. Engineer

215A

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clear and Grub.	2512.65	9 acres	279.18	686.66	6180.00
Excavation Single Class	19795.87	119293½ cu yds	0.166	0.23	27437.50
Overhaul	4030.76	201538 yd st	0.02	0.02	4030.76
Truck Haul	3681.84	20196.6 yd mi	0.18	0.20	4039.32
18" Conc. Pipe	1605.24	819 li ft	1.96	1.90	1556.10
18" Corrugated Pipe	1077.51	566 " "	1.90	1.60	905.60
Class"A" Conc(Box Cul)	872.84	40.417 cu yds	21.59	23.00	929.59
" "B" "(Bridge Footings)	295.38	14.97 " "	19.73	20.00	299.40
" "D" " (Bridge Deck)	745.30	35.417 " "	21.04	20.00	708.34
Metal Reinforcing	646.69	10980 lbs	0.0588	0.06	658.80
Treated Lumber	1181.44	13.408 M bd ft	88.11	75.00	1005.60
Composit Hand Rail	264.50	123 li ft	2.15	3.00	369.00
Selected Topping	3174.09	15935¼ cu yds	0.199	0.21	3346.40
Haul Topping	4896.35	34676¾ yd mi	0.1411	0.15	5201.51
Crushed Gravel Surface	6288.42	4911½ cu yds	1.252	1.70	8349.55
PA#1Salvage& Install Pipe	134.90	190 li ft	0.71	1.00	190.00
12" Corrugated Pipe	337.11	370 li ft	0.911	1.40	518.00
12" Syphon Pipe	126.25	60 lift	2.11	2.00	120.00
36" Corrugated Pipe	708.75	114 li ft	6.217	6.50	741.00
4"Tarred & Wrapped Pipe	77.56	136 li ft	0.57	0.60	81.60
PA#2 Salvage & Rlace Surface	1345.29	3074 cu yds	0.437	0.45	1383.30
Force Account	1355.64				1369.20
Totals	55154.38				69412.62

Gross Earnings	69412.62
Total Cost	55154.38
Net Profit	14258.24

Net Profit equals 20.5% of gross earnings

DEC 10 1934

E.H.Clymer
By Ross Miles

Data Final Report Dec. 8 1934

oast Highway, Buell Sal. Creek Section, Grading Contract # 1544 Prefix 127 PA
Chas. Leonard Contractor
W.H.Stewart Res. Engineer

Labor					
Labor				15450.45	
State Industrial Acc Insurance				814.68	
Supervision (Includes C. Leonard 9 mo @ 250.00 per mo				3271.51	
					19536.64
Material					
18" Concrete Pipe	819 li ft	@	1.50	1228.50	
18" Currugated Pipe	566 li ft	@	1.41	798.06	
18" Bands	23 only	@	2.00	46.00	
Concrete Sand	34½ cu yds	@	2.80	96.60	
Screenings	29½ " "	@	2.80	82.60	
Concrete Gravel	141½ " "	@	2.50	228.75	
Cement	141½ Bbls	@	3.15	445.72	
Metal Reinforcing	11996 lbs	@	0.0371	445.05	
Treated Lumber	13.831 M bd ft	@	62.00	919.52	
Cedar for hand rail	0.7 M bd ft	@	33.00	23.07	
Hardware for Bridge	All	@		67.47	
Crushed Gravel Surface (includes 0.04 royalty)	4911½ cu yds	@	0.90	4420.35	
12" Corrugated Pipe	370 li ft	@	0.793	293.45	
12" Syphon Pipe	60 li ft	@	1.223	73.40	
36" Corrugated Pipe	114 li ft	@	4.01	457.15	
4" Tarred & Wrapped Pipe	136 li ft	@	0.30	41.36	
4" Sewer Pipe	10 li ft	@	0.25	2.50	
4" Ells	2 only	@	1.00	2.00	
5" Drain Tile	125 li ft	@	0.0566	70.75	
Diatomite	700 lbs	@	0.0192	13.45	
Cement	15¼ Bbls	@	3.55	54.14	
Red Dog	100 lbs	@	1.25	1.25	
9" Plain Corrugated Pipe	82 li ft	@	0.71	58.22	
9" Perforrated	296 li ft	@	0.77	227.92	
9" Bands	17 only	@	1.05	17.85	
9" T	1 "	@	4.28	4.28	
6"Perforrated Concrete	290 li ft	@	0.32	92.80	
Gravel for back fill	18 cu yds	@	0.1o	1.80	
					19536.64

DEC 10 1934

Data Final Report Dec.8, 1934

Dallas Coast Highway, Buell Salt Creek Section Grading Contract 1544 Prefix 127 PA
Chas Leonard Contractor
W.H.Stewart Res Engineer

Equipment RRntal,Gas oil and Grease and Misc. Expense	
Equipment Rental State rabes or actual paid	10861.79
Gas Oil and Grease	4510.73
Repair Parts	1785.75
Truck Rental	6284.85
Small Tools	128.20
Misc. Bills	1117.25
Explosives	295.11
Form Lumber	143.85
Lumber for bracing Force Work	22.95
Bond	694.12
Insurance Liability	161.13
	25403.73
Grand Total	55154.38

Remarks:

This Job was Bid Nov. 15, 1933, work was started Nov.27,1933. Clearing, Box Culvert, Bridge and Culvert Pipe work was carried on thruout the winter months, also part of the excavation suitably located was done during the winter. Rain and mud slowed progress and increased cost. The Job was completed Aug.28, 1934.

Clearing and grubbing was bid high. Approx 9 acres covered with oak,some fir stumps and brush was cleared and grubbed for $2512.65 an average of $279.18 per acre.

Location of the job, an open winter,good operators,suitable equipment, working 24 hours per day,good management and low overhead costs,contributed to low unit costs.

About 97,000 cu yds of excavation were moved in 2900 hours, with a 12' x 4' Rear End Dozer powered by a 75 Diesel Cat or an average of 33.4 cu yds per hr. including overhaul.

3500 cu yds of material too hard to dig without shooting was encountered in bottom of cut between Sta 290 & 295. Excavation requiring truck haul and topping was loaded with a ½cu yd Keystone Skimmer Gas Shavel,15,935½ cu yds of Topping were loaded in 257½ hours operating time, an average of 61.9 cu yds per hour.

Topping from pit at west end of project contained enough binder material to set up but also contained large rock which required two men with stone hammers on the grade.

3074 cu yds was salvaged from old road surface as per Price Agreement but thin lift made production low and cost high.

Digging and crushing of surfacing material was subbed to Risley, Saxon and Looney at $0.86 per cu yd in bunkers,not including royalty.

Bridge over Salt Creek at Sta.442 ≠ 50 includes Class "B" Concrete (Footings) Treated Timber, Class "D" Concrete (Deck), and Composit Hand Rail.

Work was done in rainy weather,excavations for footings dug in mud and water increasing cost

Bid on Treated Timber was low as material cost left only $7.00 per M bd ft. for placing. All timbers were placed by hand labor methods and during rainy weathher and at a cost of $10.25 per M bd ft

DEC 10 1934

on Digging and Crushing Gravel Final Report Dec.8 1934

Dallas Coast Highway, Buell Salt Creek Section Grading Contract 1544 Prefix 127 PA
Chas Leonard Contractor, Risley,Saxon and Looney Sub- Contractors
W.H.Stewart Res. Engineer.
Plant located $\frac{1}{2}$mile east of Mill Creec Bridge at Buell and $\frac{1}{2}$ mile south of R.of W. on the Mill Creek.

	Total cost	Quantity	Unit cost per cu yd
Move in and out	290.00	6111$\frac{1}{2}$ cu yds	0.047
Parts supplies and set up	912.79	"	0.149
Operate Drag Line	1001.31	"	0.163
Operate Crusher	1323.15	"	0.216
Supervision and Overhead	610.01	"	0.10
Totals	4137.26		0.675

The total of 6111$\frac{1}{2}$ cu yds was sold to Chas Leonard @.86 per cu yd

Sales on State Contract	4911$\frac{1}{2}$ cu yds	@.86	4223.89
Sales to Polk County	1200 " "	@.86	1032.00
			5255.89
Gross Earnings			
Total Cost			4137.26
Net Profit			1118.23

Net Profit equals 20% on Gross earnings or $0.1847 per cu yd

Remarks;

Erection of this plant started June 25,1934,Crushing started July 24,and was completed first week in September. Approx. 35% of the material required crushing.

The deposit was hard digging below the surface material and the 80 H.P.diesel power plantlacked power for hauling the 1 cu yd bucket in hard digging and running the crushing and screening plant to capacity. The drag was operated after the crusher was shut down to loosen gravel for the following day.

1200 cu yds in addition to the yardage for the State job was produced and sold to Chas Leonard for Polk County,

4911$\frac{1}{2}$ cu yds of 1$\frac{1}{2}$" minus for State work was fed thru the crushing plant in 208 hours operating time or average of 23$\frac{1}{2}$ cu yds per hour. Drag line was operated 268 hours for same yardage or average of 18$\frac{1}{2}$ cu yds per hour.

Equipment used;

1 - 80 H.P. Atlas Imperial Diesel Power plant
1 - 8" Gyratory Crusher
1 - 1 cu yd Crescent drag bucket
1 - 2 drum hoist
1 - Bucket elevator return to crusher
1 - Belt Conveyor
1 - Shaker Screen
1 - Set Portable Bunkers

E.H.Clymer
By Ross C.Miles

DEC 10 1934

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 8, 1934

NOV 10 193

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S. Public Works highway project NRS 215-A (1935), the Buell-Salt Creek section of the Dallas Coast Highway, to Theo. Arenz, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 17, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Public Works highway project NRS 215-A (1935), the Buell-Salt Creek section of the ~~Dallas Coast~~ Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By FE Andrews
F. E. Andrews
Sr. Highway Engineer

Tron

October 15, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany oiling specifications for the Buell-Salt Creek Section, Project No. 215-A (1935).

Five bid proposals and five blueprint copies of the plan summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRS 215-A (1935)

BUELL-SALT CREEK SECTION OF
THE DALLAS COAST HIGHWAY IN POLK COUNTY

(Estimate to accompany oiling specifications. Not as basis for project agreement.)

Salem, Oregon, Oct. 15, 1934.

Oil Mat Surface Treatment, Type O-11 Modified

2,500	cu. yds.	Mineral Aggregate in Place	$2.85	$ 7,125.00
47	tons	Emulsified or Cut-back Asphalt in Place	25.00	1,175.00
155	"	No. 3 Road Oil in Place	26.50	(Alternate)
185	"	Tar in Place	22.00	4,070.00
		Sub-total		$12,370.00
		10% Engr. & Cont.		1,237.00
		Total		$13,607.00

Length of Roadwork 3.844 miles
Cost per mile $3,539.80

NRS Funds Requested- -	$ 9,200.00
State Funds Available- -	4,407.00
	$13,607.00

Form 338—4M—9-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 15, 1934

Section Buell - Salt Creek

Kind of work Grading and Surfacing

Highway Dallas Coast

Section prefix 127PA

Contractor C. H. Leonard

Contract number 1544 -215-a

Date of contract November 15, 1933

Date of completion August 31, 1934

Date work started November 27, 1933

Estimated date of completion August 28, 1934

Amount of contract $67,764.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $67,764.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $5,000, 7.4 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party worked on Final-Estimate except Sunday when they assisted in setting grade stakes on the West Salem Job.

RE D
SEP 1 1934
OFFICE OF
INEER
DIVIS

W. H. Stewart
Resident Engineer
Dallas, Oregon
Phone 1273

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

215-a

August 25, 1934

Mr. S. S. Montague, Chairman
District Committee, District No. 1
Region 16, N.I.R.A. Code No. 109
43 Southeast Salmon Street
Portland, Oregon

Dear Sir:

Responding to your communication of August 18 regarding contractor Chas. H. Leonard, advise that on November 15, 1933 the State Highway Commission awarded contract No. 1544 to Mr. Leonard for grading and surfacing the Buell-Salt Creek Section of the Dallas-Coast Secondary Highway in Polk County. According to our records this contract should be completed on August 31, 1934.

Yours very truly,

JM:MC

State Highway Engineer

District Committee, District No. 1
REGION 16, N. I. R. A. Code No. 109
Code of Fair Competition
FOR THE
Crushed Stone, Sand and Gravel and Slag Industries
43 Southeast Salmon Street
Portland, Oregon

PHONE EA 3811

DISTRICT COMMITTEE
S. S. MONTAGUE, *Chairman*, Portland
H. F. PUARIEA, *Vice-Chairman*, Portland
D. W. MINSINGER, *Secy-Treas*, Portland
L. E. CRASWELL, Portland
C. A. DUNN, Klamath Falls
A. C. LOFTS, Jr., Hood River
J. R. McKY, Eugene
J. R. REESE, Portland

August 18, 1934

REFERRED TO
By State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

My dear Mr. Baldock:

Will you kindly advise us whether you have any contracts in the course of construction by a contractor named Leonard, and if so, where the work is located, and on what date the contract was awarded to him?

Yours very truly,

DISTRICT COMMITTEE, DISTRICT NO. 1
Region 16 - Code 109

S. S. Montague, Chairman

SSM:ES

Cost Data to May 15, 1934 May 31, 1934

Dallas Coast Highway, Buell Salt Creek Section, Grading Contract # 1544,
Prefix 127 PA

21 A

Chas Leonard, Contractor

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earning
Clear and Grub	2512.65	100%		6180.00	6180.00
Excavation single Class	9130.75	63,916 cu yds	0.143	0.23	14700.68
Overhaul	1761.87	122,700 yd sta	0.015	.02	2454.00
Truck Haul	1377.05	7670 yd mi	0.18	.20	1534.00
18" Concrete Pipe	860.28	420 li ft	2.048	1.90	798.00
18" Corr Iron Pipe	1057.90	556 li ft	1.90	1.60	889.00
Class "A" Concrete	872.84	35.079 cu yds	24.88	23.00	806.82
Class "B" "	295.38	15.6 " "	18.93	20.00	312.00
Class "D" "	745.30	35.535" "	20.97	20.00	710.70
Metal Reinforcing	646.69	10,980 lbs	0.058	0.06	658.80
Treated Lumber	1181.41	13,408 FBM	88.11	75.00	1005.60
Composit Handrail	264.53	123 li ft	2.15	3.00	369.00
36" Corr Iron Pipe P.A.	708.75	114 " "	6.22	6.50	741.00
Salvage and re-install P.A.	19.96	28 " "	0.71	1.00	28.00
Force Account	863.37			820.12	820.12
	22,298.73			[illegible]	32008.32

Gross Earnings	32,008.32
Total Cost	22,298.73
Net Profit	9,709.59

Net Profit equals 43.5% of Cost

Note: 16% on Cost made on Clearing and Grubbing.

NOTED
[illegible] Highway Engineer

re
Co,

May 31, 1934

Buell Salt Creek Section, Grading Contract #[illegible]44, Prefix 127 PA

Chas, Leonard, Contractor.

Labor					
Labor				5931.76	
Supervision (Includes C Leonard 6 mo.@ 250.00)				2251.47	
State Ind Acc. Insurance				313.37	
					8496.60
Material					
Cement	141.5	bbls	@ 3.15 Del	452.02	
18" Concrete Pipe	420	Lin ft	@ 1.50 "	630.00	
18" Corr Iron Pipe	556	" "	@ 1.41 "	783.94	
18" " " Bands	21	only	@ 2.00 "	42.00	
Concrete Sand	29.5	cu yds	@ 2.80 "	82.60	
Screenings	29,5	" "	@ 2.80 "	82.60	
Concrete Gravel	82.5	" "	@ 2.50 "	206.25	
Diatomite	700	lbs	@ 1.92 per C	13.45	
Metal re-inforcing	11883	"	@ 0.0371	440.86	
Treated Lumber used	13408	FBM	@62.00 Per M	827.92	
Treated Lumber not			@62.00 " "	88.22	
Hardware for use with Tr Lbr				67.49	
Hand Rail Lbr Cedar	700	FBM	@33.00 " "	23.09	
Gravel for back fill	18	cu yds	@ 0.10 cu yd	1.80	
9" Perforated Corr	297	lin ft	@ 0.77 Del	227.92	
9" Plain Corr	82	" "	@ 0.71 "	58.22	
9" Bands	17	only	@ 1.05 "	17.85	
9" "T" Making up	1	"	@ 4,28 "	4.28	
36" Corr Pipe	114	lin ft		457.15	4507.66
Equipment Rental Supplies and Misc. Expenses					
Equipment Rental (State rates or actual paid)				4854.79	
Gas Oil and Grease				1351.72	
Small Tools				103.75	
Repairs				892.39	
Misc Supplies				431.60	
Truck Rentals				778.35	
Explosives				282.39	
Lumber for Forms				143.85	
Lumber bracing on F.A.				22.95	
Bond				320.08	
Liability insurance & Bid Bond				112.60	9294.47
Grand Total Cost					22,298.73

Equiment on job:

- 1 75 Diesel Caterpillar Tractor
- 1 12' x 4' Rear end Slate Bulldoser
- 1 ¾ cu yd Keystone Skimmer shovel, Gas Powered
- 1 30 Gas Cat
- 1 2yd Mc Millan scraper with wheels behind
- 1 12' Blade
- 1 Ford Service Truck
- 1 Ford Coupe
- 4 Two yard dump trucks

May 31, 1934

ait eek Section, Grading Con act .544

Chas . Leonard, Contractor.

ks;

This job was started Nov. 27, 1933 and wqs about 47% completed May 15,1934 Work on clearing, culvert pipe, cattle pass, and bridge was carried on thru the winter when weather would permit, these items are now completed.

This job shows a large percentage of profit at present, due partly to an unballanced bid. Bid on clearing is high and bid on selected topping is low, fair bid on clearing would have been about $3000.00 instead of $6180.00 and topping will probably cost more than price bid.

One 75 Diesel Cat equipped with a 12' x 4$ Slate rear end Bulldoser, working four six hour shifts when weather will permit is making fine progress. About 85% of the dirt or about 55,000 cu yds has been moved with this equipment. About 15% of excavated material or 9,000 cu yds has been moved with a $\frac{3}{4}$ cu yd Keystone skimmer shovel and trucks, Shovel is old and worn and makes slow progress. Approximately 3500 cu yds in bottom of cut at Sta 290 to Sta 295 is a rock formation which is too hard to dig with shovel or scarify with cat and will have to be shot. This will increase the cost of the excavation single classification

A slide condition was encountered at Sta 280 to 282 which was drained with 297' lin ft of 9" perforated corr iron pipe back filled with 18 cu yds of gravel, covered by Force Account.

E.H. Clymer

By Ross C. Miles

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon USPW project NRS 215-A

POST OFFICE BUILDING
PORTLAND, OREG.

March 28, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By

L.J.Caufield
Highway Engineer

Encl.

F/4p- 18105

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-215, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 20th day of February, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 18th day of October, 1933, a project statement, which was approved by the Secretary on the 3rd day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 31st day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-four thousand, five hundred forty and 40/100 dollars ($ 74,540.40) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share~~ is of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following con

(*a*) It is agreed

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 250+11.5 at the South end of the Mill Creek Bridge in the SE¼ of Section 28, T 6 S, R 6 W, W.M., and survey station 453+70 in the NW¼ of Section 6, T 7 S, R 5 W, W.M.,**, length **3.855** miles, in **Polk** County, being Section **A** of **Oregon U.S.Public Works** project No. **NRS-215**, consisting of **3.844** miles of roadway and **one** bridge~~s, each~~ of more than 20 feet clear span, **0.011** of a mile in length, **known locally as the Buell-Salt Creek section of the Dallas-Coast Highway.**

ROADS
MAR 28 1934
PORTLAND

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Dep

the day and year first above written

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of seventy-four thousand, five hundred forty and 40/100 dollars ($74,540.40), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ~~dollars ($~~ is ~~)~~, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chapter
(Include reference to statute authorizing
248, Laws of 1931.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of seventy-four thousand, five hundred forty and 40/100 xxx dollars ($74,540.40), certified to the Secretary of the Treasury as above mentioned, which does

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By H. K. Bishop
Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department a~~s~~ U.S.Public Works Project No. NRS-215-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 74,540.40 as the total estimated cost of said project, and the sum of $ 74,540.40 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible]~~al ~~[illegible]~~d total estimated cost.

Done at the city of Washington, this 16 day of March one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

By H. K. Bishop
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

February 16, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed for signature and return to this office are two copies of agreement for Oregon U. S. Public Works Project No. NRS 215-A, Buell-Salt Creek Section of the Dallas-Coast Highway. We are also enclosing one copy each of approved estimate and specifications.

We are unable to find anything in the plans or special provisions to indicate the number or length of spans in the Salt Creek Bridge. Presumably, this structure is of three nineteen-foot spans, but we would like to have this assumption confirmed.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

Cost Analysis to Feb. 15 1934 Mar. 1 1934 215-a

Dallas Coast Secondary, Buell-Salt Creek Section, Grading Contract 1544,
Prefix 127 PA

Chas Leonard Contractor

	Cost Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Clearing and grubbing	2480.35	All	_	0.	6180.00
Excavation	777.93	4394 Cu Yds	0,18	0.23	1010.62
Overhaul	148.00	7400 Yd St	0. 02	0 .02	148.00
18" Concrete Cul Pipe	505.82	255 Lin Ft	1.98	1.90	484.50
18" Corr Iron Pipe	709.54	352 " "	2.02	1.60	563.20
Class "A" Concrete (cattle pass)	814.76	34 CuYds	23.96	23.00	782.00
Class "B" " (Bridge footings)	277.96	15.6 Cu Yds	17.81	20.00	312.00
Class "D" " (bridge deck)	565.12	32 " "	17.66	20.00	640.00
Steel Reinforcing	522.41	10200 Lbs	0.051	0.06	558.00
Treated Lbr in place	1181.41	13408 Bd Ft	88.11	75.00	1005.60
Unused treated Lbr.	88.22	1423 Bd Ft	62.00	63.22	92.64
Total	8071.52				11776.56

Gross Earnings	11776.56
Total Cost	8071.52
Net profit	3705.04

Net profit equals 46% of cost to Feb 15

Note; $3699.65 of profit was made on clearing and grubbing.

Cost Analysi[illegible]o F[illegible] 15 1934 [illegible] Ma[illegible] 1934

Dallas Coast Secondary Buell Salt Creek Section, Grading Contract 1544, prefix 127PA

Chas Leonard, Contractor

Labor				
Labor			2515.20	
Supervision (Chas Leonard 3 Mo. @ 250.00)			750.00	
S.I.A.C. (Rate 5%)			163.27	
				3428.47
Materials				
Cement	(141.5 bbls	@ 3.15 f.o.b. Job	445.72	
18" Concrete Culvert Pipe	255 lin ft	@ $1.50 del on job	382.50	
18" Corr Iron Pipe	352 " "	@ 1.41 " " "	496.30	
18" Corr Iron Bands	17 Pc	@ 2.00 " " "	34.00	
Treated Lumber used	13408 Bd Ft	@ 62.00 " " "	827.92	
Treated Lbr not used	1423 " "	@ 62.00 " " "	88.22	
Hardware used with treated Lbr			67.49	
Reinforcing Steel	10400 Lbs	@ 0.0371" " "	385.84	
Sand and Gravel	115.7 Cu Yds	@ 2.80 " " "	323.95	X
				3051.94
Equipment Rental Supplies and Misc.				
Equipment Rental			612.70	
Gas Oil and Grease			193.19	
Explosives			282.39	
Form Lumber			166.92	
Small Tools and Misc			103.75	
Bid Bond and Liability Ins			112.60	
Bond 1% of gross earnings			119.56	
				1591.11

Cost grand total $8071.52

Cost Analysis to Feb. 15, 1934 Mar. 1, 1934
Dallas Coast Secondary Buell Salt Creek Section, Grading Contract 1544, Prefix 127 PA
Chas. Leonard, Contractor

Started Job Nov. 27, 1933, About 17 % complete Feb. 15. Rainy weather has delayed progress and increased cost. Work on clearing, culvert pipe, cattle pass and bridge has been carried on thru out the winter, when weather would permit. Excavation done to Feb. 15, 4000 cu. yds. on top of Butler Hill, was done in 3 1/2 21 hour days with a 75 diesel cat and a rear end 12' bulldoser. Very little excavation can be done until dry weather.

Clearing and grubbing shows big profit due to unbalance of bid. Bid on clearing is high and bid on selected roadbed topping is low. Fair bid on clearing would have been about $3000 instead of $6180.

About 18 cu. yds. of sand and gravel purchased for cattle pass was washed away by heavy rains increasing the cost on class A concrete.

Equipment on Job.
1 - 75 Diesel Catipiller Tractor (Eqaiped with Lights For Night Work)
1 - 12' X 4' Slate Bulldoser
1 - 3/4 cu.yd. Keystone Gas Shovel, SkimmerBoom and Bucket.
1 - 1 Sack Rex Concrete Mixer.
1 - Ford Truck
1 - Ford Car.

By Ross C.Miles

E.H.Clymer

nrs 215a.

January 29, 1934.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Reference is made to your letter of January 15th, concerning the ancient slip on NRSA Buell-Salt Creek Section. The line at this point is controlled by the 6% grade, which is the maximum allowable according to Oregon standards; therefore adjustment can only be made by moving over the 40 ft. necessary to avoid the slide at practically the same grade elevation and wasting the material. This will cost $4500.00.

It would appear that this slip had taken place at least 75 years ago, and that about 1000 cu. yds. had settled from the face of the hill, down about 20 ft. until it reached an angle of repose on the flatter plane below. It is very similar to the top of a cut sloughing off when constructed at too steep slopes. This material is apparently a solid homogeneous mass but if not, it dould be entirely removed and the fill made of entirely new material at a cost less than the line change.

Since there is no movement in the foundation and the slip is not more than 50 ft. long, it is not considered dangerous enough to warrant the cost of the line adjustment to avoid it. Care will be taken with the drainage to cut off any water which may tend to flow along the plane of slippage.

A map showing the possible readjustment of the line is attached.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

915

January 29, 1934.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Reference is made to your letter of January 15th, concerning the ancient slip on NRSA Buell-Salt Creek Section. The line at this point is controlled by the 6% grade, which is the maximum allowable according to Oregon standards; therefore adjustment can only be made by moving over the 40 ft. necessary to avoid the slide at practically the same grade elevation and wasting the material. This will cost $4500.00.

It would appear that this slip had taken place at least 75 years ago, and that about 1000 cu. yds. had settled from the face of the hill, down about 20 ft. until it reached an angle of repose on the flatter plane below. It is very similar to the top of a cut sloughing off when constructed at too steep slopes. This material is apparently a solid homogeneous mass but if not, it could be entirely removed and the fill made of entirely new material at a cost less than the line change.

Since there is no movement in the foundation and the slip is not more than 50 ft. long, it is not considered dangerous enough to warrant the cost of the line adjustment to avoid it. Care will be taken with the drainage to cut off any water which may tend to flow along the plane of slippage.

Yours very truly,

HGS/H

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 20 1934
OFFICE OF
CONSTRUCTION ENGINEER

January 15, 1934

RECEIVED
JAN [illegible] 1934
STATE H[illegible]ISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Chandler

Dear Sir:

On a recent inspection of Oregon U.S. Public Works project NRS 215-A, Buell-Salt Creek section of the Dallas Coast Highway, a condition was observed that we believe warrants further study before definite alignment is decided upon.

We refer to the depression, between Stations 280 and 283, where evidently a fault line exists. Examination of ground conditions here leads to the conclusion that an extensive slide will eventually occur if a fill of the height planned is made. The present ground line, as you know, is underlaid by a steeply pitched shale surface lubricated by ground water.

While it may be possible to intercept most of this water, it has been our observation that it is practically impossible to perfect a permanent effective drainage system which will catch all of the water which does the damage.

We believe that, if at all possible, the line should avoid this hole even at the cost of sharpening the planned curvature and increasing the gradient, which, of course it is realized, may also increase the quantities. In any event, we request that you make a further investigation of the possibilities at this point and advise us of your findings, both as to additional cost and as to alignment and grade.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Copy to H G Smith 1/16/34
HHS

REFERRED TO
H G Smith
By State Highway Engineer
Please look this over
And advise
RHB

nrs 215-a

December 15, 1933

Mr. Chas. H. Leonard
1140 West 12th Street
Albany, Oregon

Dear Sir:

We are today forwarding by express an executed copy of the contract awarded to you to grade and surface 3.85 miles on the Buell-Salt Creek Section of the Dallas-Coast Secondary Highway in Polk County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

JN

November 28, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Beall-Salt Creek Section, Project No. NRS-415-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-215-A

BUELL-MILL CREEK SECTION OF THE

DALLAS-COAST HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 24, 1933

All Required		Clearing and Grubbing		$ 6,180.00
118,000	cu. yds.	Excavation, Single Classif.	$ 0.23	27,140.00
217,000	yd. sta.	Overhaul	0.02	4,340.00
23,000	yd. mi.	Truck Haul	0.20	4,600.00
700	lin. ft.	18" Concrete Pipe	1.90	1,330.00
660	" "	18" Corr. Iron Pipe	1.60	1,056.00
50	" "	24" Concrete Pipe	2.90	145.00
60	" "	30" Corr. Iron Pipe	3.50	210.00
35	cu. yds.	Class "A" Concrete	23.00	805.00
3,900	lbs.	Metal Reinforcement	0.06	234.00
18,000	cu. yds.	Selected Roadbed Topping	0.21	3,780.00
40,000	yd. mi.	Hauling Roadbed Topping	0.15	6,000.00
5,000	cu. yds.	Crushed Gravel Surfacing	1.70	8,500.00
500	" "	Filler	0.30	150.00
500	yd. mi.	Hauling Filler	0.20	100.00
			Sub-total	$ 64,570.00
			10% Engr. & Cont.	6,457.00
			Total	$ 71,027.00

Bridge, Sta. 443+50

22	cu. yds.	Class "B" Concrete	$ 20.00	$ 440.00
30	" "	" "D" "	20.00	600.00
6,500	lbs.	Metal Reinforcement	0.06	390.00
19	M-FBM	Treated Lumber	75.00	1,425.00
113	lin. ft.	Composite Handrail	3.00	339.00
			Sub-total	$ 3,194.00
			10% Engr. & Cont.	319.40
			Total	$ 3,513.40

Length of Roadwork	3.844 miles
" " 1 Bridge	.011 "
Total Length	3.855 "
Cost per mile, Roadwork	$ 18,477.36

National Recovery Secondary Highway Funds Requested:

Roadwork	$ 71,887.00
Bridge	[illegible]
	$ 74,540.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 21, laws 1920; Chap. 240, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 240, laws 1931

November 18, 1933

Mr. W. H. Stewart
Resident Highway Engineer
Dallas, Oregon

Dear Sir:

On the day that work is started on the Chas. H. Leonard Contract for the grading and surfacing of the Buell-Salt Creek Section of the Dallas-Coast Secondary Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract No. 1544, National Recovery Secondary Project 213-A.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Mr. W. E. Chandler

215-a

November 17, 1933

Chas. H. Leonard
Albany, Oregon

Dear Sir:

For use in connection with the Buell-Salt Creek Grading and Surfacing Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 250 Court Street, Salem, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. E. Chandler
cc Mr. W. H. Stewart

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon NRS 215-A, Buell-Salt Creek section of the Dallas-Coast secondary highway, to Chas. H. Leonard, of Albany, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
[illegible] 1933

October 27, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Buell-Salt Creek Section of the Dallas-Coast Highway, Project No. NRH-215-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

The stock pass to be constructed at Station 256+55 is to permit stock to cross the highway without interferring with the flow of traffic and we are, accordingly, including structure in the estimate as a participating item.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-215-A

BUELL-SALT CREEK SECTION OF THE
DALLAS-COAST HIGHWAY IN POLK COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 27, 1933

All Required		Clearing and Grubbing		$ 1,700.00
118,000	cu. yds.	Excavation, Single Classif.	@ 0.25	29,500.00
217,000	yd. sta.	Overhaul	0.02	4,340.00
23,000	yd. mi.	Truck Haul	0.15	3,450.00
700	lin. ft.	18" Concrete Pipe	2.00	1,400.00
660	"	18" Corr. Iron Pipe	2.00	1,320.00
50	"	24" Concrete Pipe	3.00	150.00
60	"	30" Corr. Iron Pipe	4.00	240.00
35	cu. yds.	Class "A" Concrete	19.00	665.00
3,900	lbs.	Metal Reinforcement	0.05	195.00
18,000	cu. yds.	Selected Roadbed Topping	1.00	18,000.00
40,000	yd. mi.	Hauling Roadbed Topping	0.15	6,000.00
5,000	cu. yds.	Crushed Gravel Surfacing	1.25	6,250.00
500	" "	Filler	0.50	250.00
500	yd. mi.	Hauling Filler	0.15	75.00
			Sub-total	$ 73,535.00
			10% Engr. & Cont.	7,353.50
			Total................	$ 80,888.50

Bridge, Sta. 443+50

22	cu. yds.	Class "B" Concrete	@ 17.00	$ 374.00
30	" "	" "D" "	19.00	570.00
6,500	lbs.	Metal Reinforcement	0.05	325.00
19	M-FBM	Treated Lumber	80.00	1,520.00
113	lin. ft.	Composite Handrail	3.00	339.00
			Sub-total	$ 3,128.00
			10% Engr. & Cont.	312.80
			Total................	$ 3,440.80

Length of Roadwork	3.844 miles
" " 1 Bridge	.011 "
Total Length	3.855 "
Cost per mile	$ 21,042.79

National Recovery Secondary Highway Funds Requested:

Roadwork:	$ 80,888.50
Bridges	3,440.80
	$ 84,329.30

CONTRACT# 1545,

NRS 216 Yellow Cr. Bridge Sec. 1933

1545

October 22, 1934

216

Fidelity and Casualty Company of New York
60 Sansome Street
San Francisco, California

Attention: Mr. F. M. Rumers
Bonding Department.

Dear Sir:

Reply is made to your letter of the 18th inst. regarding final amounts paid to the Mountain States Construction Company in connection with the following State Highway Commission Contracts:

Contract #1545, construction of a bridge over Yellow Creek on the Elkton-Southerlin Secondary Highway in Douglas County. Our records show that the final contract amount was $15,300.50. The job was completed on May 23rd, 1934, and was accepted by the State Highway Commission on June 5th, 1934. 216

Contract #1554, construction of a bridge over Applegate River on the Medford-Provost Secondary Highway in Jackson County. The final contract amount was $31,319151. The job was completed July 7, 1934 and was accepted by the State Highway Commission on July 9, 1934. 217

Contract #1555, construction of a bride over Williams Creek on the Williams Secondary Highway in Josephine County. The final contract amount was $15,328.24. The job was completed on May 21, 1934, and was accepted by the State Highway Commission on July 2, 1934. 208

There were no payments made by the Commission for Force Account work in connection with any of the above projects.

Very truly yours,

HBG:OG

Secretary.

D 45

[illegible] 216

August 10, 1934

Fidelity & Casualty Co. of N. Y.
Pratt & Owens Insurance Agency
Eugene, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1545 covering bridge construction over Yellow Creek on the Elkton-Sutherlin Secondary Highway in Douglas County has been completed by the contractor, Mountain States Construction Company, and that final payment will be made by the State to the contractor on or after August 20, 1934, for work done under said contract.

The State is not advised of any claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total amount paid the contractor in connection with this project will be $15,300.50 including the final payment.

This information is given you as you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

MC

Secretary

nrs 216

July 28, 1934

The Fidelity and Casualty Company of New York
Frank M. Hall, Manager Pacific Coast Bonding Dept.
60 Sansome Street
San Francisco, California

Gentlemen:

Reply is made to your letter of July 26 regarding the contracts of Mountain States Construction Company with the Oregon State Highway Commission.

On contract No. 1545 for the construction of the Yellow Creek Bridge on the Elkton-Sutherlin Secondary Highway in Douglas County, final payment will be in the sum of $468.06. This payment is now being vouchered and should be paid within the next two or three weeks. You will note this amount is slightly more than the amount of the retain percentage mentioned in our previous letter. This is occasioned inasmuch as a recheck of the field notes indicated that the contractor was entitled to the increased amount.

Regarding contract No. 1554 for the construction of the Applegate River Bridge on the Medford-Provolt Secondary Highway in Jackson County, final payment will be in the amount of $2,935.97. This is an increase over the amount stated in our previous letter and is accounted for like reasons that the final payment on the above job was increased.

The Oregon law requires the State Highway Commission to retain fifteen percent of the total amount earned by the contractor until the contractor has completed fifty percent of the project, when the retain percentage equals seven and one-half percent of the total amount of the contract. The retain percentage remains the same from that time on until the job is completed, when the Commission is authorized by law to release all but three percent of the total amount earned. Payments to the Mountain States Construction Company for work performed under each of the above projects have been made in strict conformance with legal authority.

Again referring to payments in connection with contract No. 1545, the $459.05 retain percentage mentioned in our previous letter represents exactly three percent of $15,301.68 which a rough check of our records showed was earned by the contractor in connection with that work. As stated above, the final check of the field notes revealed that the contractor was entitled to a payment slightly in excess of the three percent retained.

With further reference to contract No. 1554, the total contract price was $33,806.50. Seven and one-half percent of that amount is $2,535.49, the amount of the retain percentage as stated in our previous letter. The State Highway Commission did not issue a semi-final payment in connection with this project, therefore, no part of the retain percentage was released. This will be paid in full on the final voucher, plus the increased amount resulting from a final check of the field notes.

Our records disclose that no claims have been filed with the State Highway Commission against either of these contracts; also that we have not been served with notices to withhold final payments on either of these projects. Therefore, the final warrant for each job will be mailed to the contractor immediately upon receipt thereof from the Secretary of State.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

#1545-Douglas
#1554-Jackson

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
BERNARD M. CULVER, PRESIDENT

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OFFICIAL
CUSTOMS
REVENUE
LICENSE
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EXCISE
MISCELLANEOUS

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

PACIFIC COAST DEPARTMENT

60 SANSOME STREET SAN FRANCISCO, CAL.

CHANNING B. CORNELL, VICE-PRESIDENT

BONDING DEPARTMENT
FRANK M. HALL
PACIFIC COAST MANAGER

July 26th, 1934.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Re: Mountain States Construction Company —

This will acknowledge your favor of the 19th instant, furnishing us information as requested by Mr. J. K. Pratt of Eugene, Oregon, relative to Contract No. 1545, Douglas County, and No. 1554, Jackson County. We would appreciate your notifying us as soon as final payment has been made to the contractor of the retained portion under these two contracts. Would also ask that you advise us relative to amount retained. We note on Contract #1545, the contract price is approximately $15,000.00, the amount of retention is only $459.05, and under contract #1554, the contract is approximately $30,000.00, and the retention amounts to $2,535.49 and final payment amounts to $2,835.97, which will be made within the next ten days. Why is the final payment in this case in excess of the amount retained, and why is the amount retained undes #1545 such a small percentage of the total contract price? We were of the impression that under the Oregon Law, contract payments were made on the basis of 85% monthly with 15% retention until final payment after acceptance.

Yours very truly,

Frank M. Hall
MANAGER PACIFIC COAST BONDING DEPARTMENT

FMH:HC

P.S.-We assume there have been no stop notices or withholds filed and that you know of no unpaid claims against either job.

F. M. H.

#1554- $2,835.97 final being made up now.
#1545- $468.08 final going Thru

216

c/R.

111-5

July 12, 1934

Fidelity & Casualty Company of New York
60 Sansome Street
San Francisco, California

Attention of Mr. Frank M. Hall

Gentlemen:

Responding to the request of Mr. J. K. Pratt of The Pratt & Owens Insurance Agency, Eugene, Oregon, I am giving you below certain information concerning two contracts of the Mountain States Construction Company with the Oregon State Highway Commission:

216

Contract No. 1545, construction of a bridge over Yellow Creek on the Elkton-Sutherlin Secondary Highway in Douglas County — contract completed May 23, 1934; accepted by the State Highway Commission on June 6, 1934; total amount paid to contractor, $14,842.63; percentage still retained by the State Highway Commission, $459.05. We anticipate that final payment will be made within the next two or three weeks.

217

Contract No. 1554, construction of a bridge over Applegate River on the Medford-Provolt Secondary Highway in Jackson County; completed June 14, 1934, accepted by the State Highway Commission on July 2, 1934; total amount paid to contractor, $28,483.54; percentage retained by the State Highway Commission, $2,535.49. Final payment will be in the amount of $2,535.07, and will be made within the next ten days.

Very truly yours,

Secretary

HBG:AJ

cc The Pratt & Owens Insurance Co.
62 W. Broadway
Eugene, Oregon

July 19, 1934

H. B. G. -

Bridge #1995 - is Cont. #1545 - Bridge over Yellow Creek in Douglas Co.

Contract was completed May 23, 1934 - Accepted June 6, 1934 -

Total amount paid to date is $14,842.63 - Retained $459.05

Final payment will be made within next twenty days -

Bridge #1992 - is Cont. #1554 - Applegate River Bridge in Jackson County.

Contract was completed June 14, 1934 and was accepted I think July 2nd.

Total amount paid to date is $28,483.54 - Retained is $2,535.49.

Final payment will be $2,835.97 and will be made within the next ten days.

SURETY LINES
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ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

THE PRATT & OWENS INSURANCE AGENCY
GENERAL AGENTS
62 W. BROADWAY

EUGENE, OREGON

July 18, 1934

Mr. H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

Dear Sir:

Re: Mountain States Construction Co.
Bridge No. 1995, Bond No.1311466-
Fidelity and Casualty Company.
Bridge No. 1992, Bond No.1311465-
Fidelity and Casualty Company.

[illegible]
1545
1554 [illegible]

Concerning this caption will you please be so good as to write the Fidelity and Casualty Company of New York, 60 Sansome Street, San Francisco, California (Attention of Frank M. Hall) and inform them as to the status of the contracts named above stating definitely, if completed, date of completion and when final settlement will be made. If not completed, probable date of completion.

Your early attention to this matter will be greatly appreciated due to the fact that we wish to clear our files of this liability.

Yours very truly,

THE PRATT & OWENS INSURANCE AGENCY

By J. K. Pratt

JKP:BJ

Construction
Contracts + agreements
Completion Reports

MRS 2

#1545

June 5, 1934

Mr. H. B. Glaisyer

Office

Dear Sir:

For your information Mountain States Construction Company have completed their work on the Yellow Creek Bridge, Contract No. 1545. Will you please secure authority from the Commission to pay the final estimate on this job.

Work was completed on May 23, 1934.

Very truly yours,

C. B. McCullough
Bridge Engineer

By WA Reeves
W. A. Reeves
Office Engineer

CAG:DK

Approved by Commission 6/6/34
HBG

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 8, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have received the first voucher on Oregon Public Works Project No. NRS 216, covering the period December 28 to April 10, 1934, submitted in the amount of $12,374.00. The voucher shows total work done on the bridges of $11,462.50. The estimate carries construction items on the bridges of only $10,272.00. While the agreement does not set up separate amounts for the road and bridge, we do set up separate figures from the estimate on our books, and, accordingly, when you wish to claim more on a certain portion of a project, a revised estimate should be submitted.

We are passing the voucher for payment in the amount submitted.

Please submit a revised estimate for this project before forwarding the next voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Appears to be an overrun in both bridge and roadwork, so revised estimate would be of no benefit.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USPW NRS 216

POST OFFICE BUILDING
PORTLAND, OREG.

April 12, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
APR 13 1934
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

App. 18474

Form P. R. 2

State Oregon

U. S. Public Works Project No. NRS 216

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 18th day of October, 1933, a project statement, which was approved by the Secretary on the 16th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the United States District Engineer on the 22nd day of November, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifteen thousand, seven hundred twenty-three and 40/100 dollars ($ 15,723.40) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 21+90 in the S.E. 1/4 of Sec. 11, T. 24 S., R. 7 W., W.M., and survey station 39+50 in the N.W. 1/4 of Sec. 13, T. 24 S., R. 7 W., W.M.,**

, length **0.333 of a** mile~~s~~, in **Douglas** County, being ~~Sxxxxxx~~ ~~xxf~~ **Oregon U. S. Public Works** project No. **NRS 216**, consisting of **0.306 of a** mile~~s~~ of roadway and **1** bridges, each of more than 20 feet clear span, **0.027** of a mile in length, **known locally as the Yellow Creek section of the Elkton - Sutherlin Highway.**

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~of~~ said project shall not in any event exceed the sum of fifteen thousand, seven hundred twenty-three and 40/100 dollars ($15,723.40), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~, the approved total estimated cost of ~~Section~~ .... ~~of~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E.B. Aldrich
Member, State Highway Commission
(Title of officer)

By C. Washburne
Member, State Highway Commission.
(Title of officer)

By ______________________
____
(Title of officer)

By ______________________
____
(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture.~~

By P. St. J. Wilson
CWG Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works ~~P~~roject No. NRS 216, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 15,723.40 as the total estimated cost of said project, and the sum of $ 15,723.40 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

nrs 216

February 17, 1934

Mr. C. B. McCullough
Office

Reference is made to your memorandum of February 16, particularly to the Yellow Creek resolution furnished therein.

I was furnished with only two copies of such resolution, one of which you stated in your letter of February 2 was to be mailed to Mr. Maupin and the other to be retained by me for the Commission files. You further stated in your said letter of February 2 that you had kept one copy for your records so I shall not furnish you with an additional copy unless you so desire and will advise me.

Yours very truly

Secretary

HBG:jn

January 8, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Yellow Creek Section, Project No. NRM 216.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-216

YELLOW CREEK SECTION OF THE
ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 5, 1934

Bridge

80	cu. yds.	Structural Excavation	$ 4.00	$ 320.00
10	" "	Excavation below Plans	5.00	50.00
95	" "	Class "B" Concrete	18.00	1,710.00
20	" "	" "A" "	19.00	380.00
90	" "	" "D" "	20.00	1,800.00
21,000	lbs.	Metal Reinforcement	0.055	1,155.00
17	M-FBM	Treated Lumber and Timber	85.00	1,445.00
46,000	lbs.	Structural Steel	0.055	2,530.00
294	lin. ft.	Composite Handrail	3.00	882.00
			Sub-total	$ 10,272.00
			10% Engr. & Cont.	1,027.20
			Total, Bridge	$ 11,299.20

Roadway

All Required		Clearing and Grubbing		$ 100.00
1,850	cu. yds.	Common Excavation	$ 0.50	925.00
1,250	" "	Solid Rock Excavation	1.00	1,250.00
4,900	yd. sta.	Overhaul	0.03	147.00
800	cu. yds.	Screened Gravel Surfacing	2.00	1,600.00
			Sub-total	$ 4,022.00
			10% Engr. & Cont.	402.20
			Total, Roadway	$ 4,424.20

Length of Bridge	0.027 mile
" " Roadwork	0.306 "
Total Length	0.333 "
Cost per mile, Roadwork	$ 14,458.16

National Recovery Secondary Highway Funds Requested:	Bridge	$ 11,299.20
	Roadwork	4,424.20
		$ 15,723.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Chap. 248, laws 1931.
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931.

216

January 2, 1934

Mountain States Construction Co.
1644 Washington Street,
Eugene, Oregon

Gentlemen:

We are sending to you, under separate cover, fully executed copy of State Highway Contract No. 1545 which was awarded to you on December 7th for bridge construction over Yellow Creek on the Elkton-Sutherlin Secondary Highway in Douglas County.

This copy is being sent to you for your records and files.

Yours very truly
STATE HIGHWAY COMMISSION

By

MC

Secretary

FORM S A-1 11824 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

216

Dec. 14, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mountain States Construction Co.
Eugene, Oregon.

ATTENTION: MR. LINDSEY

Dear Sirs:

A few days ago you asked Mr. Cannon if you could purchase from the State about 250 yards of crushed gravel from our Elkton stockpile for use in the Yellow Creek bridge. The section from Scottsburg to Red Bridge is under contract for bituminous macadam and my estimates of the material required, indicate that we will use up all of the 1½" to 3/4" crushed gravel and will only have enough left of the fine crushed for maintenance. We are unable to seal any gravel from the Elkton bar to you.

There are several bars along the Umpqua river near Yellow Creek from which I think you could secure materials even in the Winter time. I would suggest that possibly Mr. Fisher, County Road Supervisor could help you on this matter as he has hauled gravel out of the various bars along the Umpqua river for a good many years.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
cc. G.E. Roberts
cc. R. Walsh
EAC:AW

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRS 216, bridge over Yellow Creek on the Elkton-Sutherlin secondary highway near Elkton, to the Mountain States Construction Company, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

FORM B-E-1 8842 1M 6-28

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Ivrs 216

December 1, 1933.

Mr. E. A. Collier
Division Engineer
State Highway Department,
Roseburg, Oregon.

Dear Sir:

Receipt is acknowledged of your communication of November 27, in reference to the matter of leaving the old structure across Yellow Creek, in place.

We have no objection to doing this, provided that the property owners will fence up the road leading to this old structure, and will keep the gate closed, except when in use, and provided further, that the property owners will execute a release. I am asking Mr. Devers to prepare such a release, and will send it down to you within a short time. If the property owners will sign this, I see no reason why we should not leave the old bridge in place.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer .

CBM:AP

cc Mr. Baldock

November 15, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Yellow Creek Section, Project No. NRS-216. Under separate cover, we are sending five blueprint sets of layout plans.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS 216

YELLOW CREEK SECTION OF THE ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 15, 1933

BRIDGE

80	cu. yds.	Structural Excavation	$ 3.00	$ 240.00
10	" "	Excavat[illegible] below plans	5.00	50.00
95	" "	Class "B" Concrete	19.00	1,805.00
20	" "	" "A" "	20.00	400.00
90	" "	" "D" "	20.00	1,800.00
21,000	lbs.	Metal Reinforcement	.055	1,155.00
17	M-FBM	Treated Lumber	80.00	1,360.00
46,000	lbs.	Structural Steel	.06	2,760.00
294	lin. ft.	Composite Handrail	3.50	1,029.00
All Required		Removal of Old Bridge		300.00

Sub-total, Bridge	$10,899.00
10% Engr. & Cont.	1,089.90
Total, Bridge	$11,988.90

ROADWAY

All Required		Clearing and Grubbing		$ 150.00
1,850	cu. yds.	Common Excavation	$0.25	462.50
1,250	" "	Solid Rock Excavation	0.75	937.50
4,900	yd. sta.	Overhaul	0.05	245.00
800	cu. yds.	Screened Gravel Surfacing	1.50	1,200.00
				$ 2,995.00
				299.50
				$ 3,294.50

Length of Bridge	0.027 miles
" " Roadwork	0.306 "
Total length	0.333 "
Cost per mile, roadwork	$10,766.33

National Recovery Secondary Highway Funds Requested:

Bridge	$11,988.90
Roadwork	3,294.50
	$15,283.40

October 19, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of project agreement for the Yellow Creek Bridge Section of the Elkton-Sutherlin Highway, to which has been assigned number NRS-216

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS 216
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and all acts amendatory thereof and supplementary thereto~~

NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) October 18, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Yellow Creek Bridge Section, Elkton-Sutherlin Highway

2. Between control points of official description: and

3. Between intermediate control points if used: and

County of Douglas

4. Length in miles (gross) 0.33 (net) 0.33

5. Preliminary estimate of cost: Total, $ 10,500; section of road to be first improved, $ 10,500, of which $ 7,500 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income Sufficient to Insure Completion: Chap. 175, Laws 1917; Chap. 31, Laws 1920, Chap. 248, Laws 1931.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5073

7. Funds for maintenance to be provided by **State** (State or (and) county.), from the following sources: **Current Income: Chapter 41, Laws 1927; Chapter 248, Laws 1931.** (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: **Treasurer of the State of Oregon**

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

FORM 8-61 9701 7900 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

7ud
216

Roseburg, Ore.
Oct. 13, 1933

OCT 1[illegible] 1933

IN REPLY PLEASE
REFER TO FILE NO

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTENTION: H. W. LIBBY

Dear Sir:

Mr. Umphlette has sent the data for Yellow Creek bridge direct to your offices. I am sorry that he has been slow getting this out. Because I do not have the profile before me it is difficult for me to write special provisions; however I will outline them as follows;

1. Suggest the grading and surfacing with screened gravel be awarded with the bridge contract. This however is not essential because traffic can use the present road over the the old bridge during the entire construction of the new bridge. The owner desires to have the old bridge left so that provisions for its removal should not be included.

2. Date of Completion should be made about thirty days after specified date for completion of bridge.

3. Clearing and grubbing to be done within clearing limits shown along top of profile. The house to be moved by the owner or by Douglas County.

4. Grading.- Single Class.- Embankment to be placed in layers not exceeding 2 feet in thickness.

5. Screened Gravel Surfacing. Screened gravel surfacing shall be placed over the entire length of the revision to a depth of 8 inches, loose measure, and for a width of 18 feet. The amount of gravel will not be very great and I suggest the State doesnot provide gravel bar and that the contractor select and develop his own bar, and that the price bid for screened gravel surfacing include haul. The size of screened gravel surfacing should be 2" minus and contain not over 35% passing the ¼ inch.

6. Traffic.- The contractor shall provide a suitable road for travel throughout the length of the project during construction and traffic shall not be delayed more than a few minutes at any time.

Attn: H.W. Libby

IN REPLY PLEASE
REFER TO FILE NO

"ENGINEERS ESTIMATE"

Clearing and Grubbing		$150.
Grading at	@ 40¢	-
Overhaul	@ .01¢	-
Truck haul	@ .20¢	-
Screened gravel surfacing	@ $1.25	-

Should any additional data be required for this job or special provisions, please call me up.

Mr. Umphlette talked to the owner about the right of way as reported in my letter to H. G. Smith on September 18th, 1933.

Very truly yours,

cc. R.H. Baldock
EAC:AW

E. A. Collier
Division Engineer

CONTRACT #1546,

SEE:

CONTRACT #1468,

3

1946 [illegible]: Contract 1468

CONTRACT #1547,
1728,

NRH 78-C South Roseburg Sec. 1933

1547.1728

78 C D

#1728

September 26, 1935.

Great American Indemnity Company
Harvey Wells Insurance Agency, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1728 for the construction of the Roseburg Section of the Pacific Highway in Douglas County has been completed by the contractors Jacobsen-Jensen Company, 517 N. E. Stanton Street, Portland, and that final settlement will be made by the State with said contractors for work done under this contract, on or after October 5, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $24,767.75, including the final payment. Of this amount $528.56 was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1728

78 C D

September 18, 1935.

Great American Indemnity Company
Harvey Wells Insurance Agency, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on contract No. 1728, for the construction of the Roseburg Section of the Pacific Highway, in Douglas County.

This payment will be made on or about September 28, 1935.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 6, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of U.S.P.W. Proj. NRM 78-C (1935), South Roseburg Section, Pacific Highway, Douglas County, ____________, was made by a representative of this office on August 27, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield

L. J. Caufield
Highway Engineer

Jm

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. NRM 78-C [illegible] (1935)

July 3, 1935

RECEIVED
JUL
STATE

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [illegible] projects.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

PR 78-c

Hwpr 18457

Form P. R. 2

State Oregon

U. S. Public Works Hwy. Project No. NRM 78-C (1935)

STATE

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 24th day of May, 1935 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.) approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the ______ day of March, 1930, a revised project statement, which was approved by the Secretary on the 10th day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 19th day of November, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, six hundred eighty seven and 65/100 dollars ($4,687.65) as the share of the United States payable under said act on account of Section C of said project, which ~~[illegible] the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds apportioned under the act of June 18, 1934.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 1549+50, approximately 50 ft. south of the intersection of Stephens and Rice Streets, and survey station 1561+25 at the intersection of Stephens and Haynes Streets in Roseburg, Oregon**, length **0.222 of a** mile~~s~~, in **Douglas** County, being Section **C** of **Oregon U.S.Pub.Wks.Hwy.** project No. **NRM 78/(1935)**, consisting of **0.222 of a** mile~~s~~ of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~ **known locally as the south Roseburg section of the Pacific Highway in the town of Roseburg, between official control points, Dillard and Eugene.**

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5516

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of four thousand, six hundred eighty seven and 65/100 dollars ($ 4,687.65), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible]

d[illegible] is [illegible]the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing Chap. 41, laws of 1927 and Chap. 88, laws of 1931. funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

6

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **G** of said project shall not in any event exceed the sum of **Four thousand, six hundred eighty seven and 65/100**

dollars ($ [illegible]), certified to the Secretary of the Treasury as above mentioned, which

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 21st day of June, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. Wilson
Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Pub. Wks. Hwy. Project No. NRM 78-C (1935) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 4,687.65 as the total estimated cost of said project, and the sum of $ 4,687.65 as the share of the United States, payable under said acts on account of such project, which is ~~does not exceed the authorized Federal pro rata share~~ of said total estimated cost.

Done at the city of Washington, this 21st day of June one thousand nine hundred and thirty-five

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4829

FORM S-A-1 19919 1SM 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 24, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In regard to the curbs on the Roseburg Project, I find from an examination of the curbs in Salem (many of which are of an objectionable height), that a curb about 10" should only be used in very exceptional circumstances; although I would say that an 11" curb would be satisfactory. A height of 14" has not been found satisfactory to Salem on account of the fenders and running boards catching on the curb, and several of them of this height have been rebuilt.

Cities in general do not hold themselves responsible for property retaining walls but place streets and sidewalks to established grades regardless of the height of the lots. However, the Highway Department is finding this rather hard to do and a clear understanding should be had with the city regarding the slope easements on abutting property before a project is initiated.

These ideas are being sent you with more consideration for future projects than for the existing project, as I find it hard to form an opinion of this without actually studying the circumstance on the ground. I am rather of the opinion that the cost is too great to justify lowering of the sidewalk merely 3", but since the Bureau has called it to our attention, I wish you would estimate the cost and submit it with a photograph of the site. As the time is not available for further study of this subject, you are authorized to either leave the sidewalk as contemplated, or spend a reasonable amount to adjustment to Bureau wishes.

Yours very truly,

HGS/H

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to
R.H.Baldock

By

H. G. Smith,
Construction Engineer.

FORM 8-A-1 16619 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 11, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

During a recent inspection the Bureau of Public Roads have found the following objectionable features in the Roseburg job.

They object to the curb near Brockway Ave. and request that about 100 ft. of sidewalk be rebuilt to form a standard height curb.

They also mentioned a conduit box across the street from the hotel which apparently sets out beyond the curb line and for which no provision has been made for removal.

Both these things should be corrected, particularly since they have objected to your not employing standard curb heights on several other jobs. In the future please plan on rebuilding sidewalks where necessary.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H.Baldock

April 15, 1935

Jacobsen-Jensen Co.
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract #1728 awarded to you on March 28th, 1935, for the paving of the Roseburg Section of the Pacific Highway in Douglas County.

This copy is for your records and files.

Very truly yours,

OG

Secretary

Federal

April 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the South Roseburg Section, Project No. NRH 78-C (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRM 78-C (1935)

SOUTH ROSEBURG SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 3, 1935

43' Roadway (Sta. 1549+50 to 1561+25)

230	cu. yds.	Excavation, Single Classification	$ 1.00	$ 230.00
350	yd. sta.	Overhaul	0.03	10.50
80	yd. mi.	Truck Haul	0.15	12.00
960	lin. ft.	Concrete Curb	0.50	480.00
15	sq. yds.	Concrete Driveway Aprons	1.92	28.80
900	sq. yds.	Portland Cement Concrete Pavement	2.08	1,872.00
170	lin. ft.	Expansion Joints	0.15	25.50
680	lin. ft.	Contraction Joints	0.04	27.20
440	only	Dowels	0.20	88.00
40	cu. yds.	Sand Cushion	1.75	70.00
10	cu. yds.	1½" - 0" Rock in Subbase	1.75	17.50
110	Tons	Class "A" Asphaltic Concrete	7.00	770.00
60	Tons	Class "B" Asphaltic Concrete	7.00	420.00
30	Tons	Cutback Asphalt Wearing Surface	7.00	210.00
			Sub-total	$ 4,261.50
			10% Engr. & Cont.	426.15
			Total	$ 4,687.65

Length 0.222 mile
Cost per mile $ 21,115.54

NRM Funds Requested.. $ 4,687.65

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maint: Chap. 41, laws 1927; Chap. 88, laws 1931

78-C,D
1935

April 2, 1935

Jacobsen-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

For use in connection with the Roseburg paving project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Court House, Roseburg, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. E. A. Collier
Ray Webber

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 28, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRM 78-C (1935), the South Roseburg section of the Pacific Highway, to Jacobsen-Jensen Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 11, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is your authority to readvertise Oregon U.S.Public Works highway project NRM 78-C (1935), the South Roseburg section of the Pacific Highway, for which bids will be received March 28, 1935.

Prompt submission of the project agreement estimate and bid tabulation will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-A-1 10010 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1B.C

Jan. 10, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We are attaching hereto two copies of a resolution adopted by the Common Council of the City of Roseburg at the regular meeting held on Jan. 7th, 1935, approving the change in the street grades and widths under the Roseburg Section project, prefix 10 PD.

Very truly yours,

E. A. Collier
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC:AWF

OREGON STATE HIGHWAY COMMISSION

78C

R.I. Stuart

December 21, 1934

Mr. E. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

Reply is made to your letter of December 18th concerning the awards of the Roseburg and Marshfield Projects to R. I. Stuart & Sons.

The Commission awarded these contracts to the above contractors, but we have instructed them to incur no expense in connection therewith until further notified due to the fact that a question has arisen concerning their compliance with the national code. The matter is under consideration and will be disposed of as soon as possible.

Very truly yours,

HBG:OC

Secretary

SCOTT, Chairman, Portland
RL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

Office of E. A. COLLIER, Division Engineer
ROSEBURG, OREGON

Dec. 18, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

We have not yet received copies of the contract for the Roseburg and Marshfield projects recently awarded to R. I. Stuart. Please advise if there is any hold up on these contracts.

Very truly yours,

EACollier
E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 6, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S. Public Works highway project NRM 78-C (1935), the South Roseburg section of the Pacific Highway, to R. I. Stuart & Sons, Medford, Oregon, who submitted the low bid.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

Jon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 19, 1934

RECEIVED
NOV 20 1934
OREGON
[illegible] COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon U.S. Public Works highway project NRM 78-C (1935), South Roseburg section of the Pacific Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Jm

#1547

November 19, 1934

NRM 78-C

Fidelity & Deposit Co. of Maryland
R. E. Pinney, Agent
Failing Building
Portland, Oregon

Gentlemen:

We are attaching a copy of Notice of Claim which has been filed by the Roseburg Sand & Gravel Company against the bond furnished by R. I. Stuart & Sons in connection with State Highway Contract No. 1547 covering concrete curb and pavement construction on the South Roseburg Section of the Pacific Highway in Douglas County. This claim amounts to $1191.25 and represents sand and gravel furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

November 19, 1934

Hon. P. J. Stadelman,
Secretary of State
Capitol Building

Dear Sir:

Acknowledgment is made of receipt of your letter of November 17 with attached copies of Notice of Claim which has been filed by E. R. Metzger, doing business as Roseburg Sand & Gravel Company, against the bond furnished by R. I. Stuart & Sons in connection with contract No. 1547 which was awarded to said contractor for curb and pavement construction on the South Roseburg Section of the Pacific Highway in Douglas County. We note this claim is in the sum of $1191.25 and represents sand and gravel furnished the contractor.

In accordance with our usual practice we are today sending copies of this claim to the surety and the contractor.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

Geo. H. Flagg,
Chief Deputy

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

November 17, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by E.R. Metzger, doing business as Roseburg Sand & Gravel Company for $1191.25 against the bond taken from R. I. Stuart & Sons, principal, and Fidelity & Deposit Company of Maryland, for work on contract No. 1547, which was filed in this office on November 16, 1934.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

COPY

TO P. J. STADELMAN, Secretary of State of the State of Oregon,
Salem, Oregon.

Notice is hereby given that the undersigned, E. R. Metzger, doing business under the firm name and style of Roseburg Sand and Gravel Company, in Douglas County, State of Oregon, has a claim for Nine Hundred Fifty-three (953) yards of sand and gravel delivered to R. I. Stuart & Sons of Medford, Oregon, in the sum of Eleven Hundred Ninety-one and 25/100 ($1191.25) Dollars, and notice is hereby given that claimant herein, E.R. Metzger, has a claim against the bond taken from said R. I. Stuart & Sons, as principal, and the Fidelity and Deposit Company of Baltimore, Maryland, as surety, for the said sum of Eleven Hundred Ninety-one and 25/100 ($1191.25) Dollars, which said sum claimant hereby alleges is now due and owing to him for and on account of the furnishing to said R. I. Stuart & Sons at their special instance and request of Nine Hundred Fifty-three (953) yards of sand and gravel on and between the 1st day of January, 1934, and the 30th day of April, 1934, at and for the agreed price of One and 25/100 ($1.25) Dollars per yard; that said sand and gravel was delivered to said R. I. Stuart & Sons by claimant for and on account of one certain road, highway and street paving contract the same being designated as contract job No. 1547 of the State Highway Commission of the State of Oregon, which said contract was entered into by and between the said R. I. Stuart & Sons and the State of Oregon by the State Highway Commission for road, highway and street construction in and near the city of Roseburg, Douglas County, Oregon.

E. R. METZGER
E.R. METZGER

Dated at Salem, Oregon,
this 16th day of November,
1934.

Endorsed: File No. 2458
Filed November 16, 1934
P. J. STADELMAN,
Secretary of State

Federal

November 15, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the South Roseburg Section, Project No. NRM 78-C (1935).

Five bid proposals and five sets of blueprint plans, which have been revised, are being sent under separate cover. The proposed new work is between Station 1549+50 and Station 1561+25, but, for your convenience, complete sets of plans are being furnished.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRM 78-C (1935)

SOUTH ROSEBURG SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, November 15, 1934

43' Roadway (Sta. 1549+50 to 1561+25)

230	cu. yds.	Excavation, Single Classification	$ 1.00	$ 230.00
350	yd. sta.	Overhaul	0.04	14.00
80	yd. mi.	Truck Haul	0.25	20.00
960	lin. ft.	Concrete Curb	0.70	672.00
15	sq. yd.	Concrete Driveway Aprons	2.10	31.50
900	sq. yd.	Portland Cement Concrete Pavement	2.10	1,890.00
170	lin. ft.	Expansion Joints	0.20	34.00
680	lin. ft.	Contraction Joints	0.06	40.80
440	only	Dowels	0.25	110.00
40	cu. yds.	Sand Cushion	1.50	60.00
10	cu. yds.	1¼" - 0" Rock in Sub-base	2.00	20.00
110	Tons	Class "A" Asphaltic Concrete	8.00	880.00
60	Tons	Class "B" Asphaltic Concrete	8.00	480.00
30	Tons	Cut-back Asphalt Wearing Surface	8.00	240.00
		Sub-total		$ 4,722.30
		10% Engr. & Cont.		472.23
		Total............................		$ 5,194.53

Length 0.222 mile

Cost per mile $ 23,398.78

NRM Funds Requested.. $ 5,194.53

October 19, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of October 8th, we are enclosing herewith five copies of an excerpt from the minutes of the meeting on June 6, 1934, of the Highway Commission, covering an extension of time for Contract No. 1547, South Roseburg Section, Project No. NRM 78-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

not yet approved
4436

Dear Sir:

Reference is made to Oregon U. S. Public Works Project NRM 78-C for which the final voucher was recently submitted.

We do not find any copies of excerpts from minutes of the Highway Commission, granting an extension of time on this project. Will you please forward these copies as soon as possible so that we can recommend the voucher for payment.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
State Highway Engineer
Probert

FORM 9-A-1 16674 7500 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

78 C

Sept. 13, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

We are attaching hereto, in accordance with your letter of August 18th, explanation of overruns and underruns on the South Roseburg section paving, contract No. 1547 NRM-78-C.

Very truly yours,

E. A. Collier
Division Engineer

By Cdc
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC:AWF

FORM 5-A-1 19743 15M 2-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

X

10-2

78-e 9

August 20, 1934.

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 21 1934
CONSTRUCTION SEC...

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On the Roseburg widening project in front of the Rose Hotel there is a basement entrance through the sidewalk closed with steel doors. It will be necessary to move these doors back towards the building 28 inches to permit widening of the street.

At Medford we cut off two doors and moved one back. The cost was only $10.00 or $15.00. The manager of the hotel wants us to make an entrance at the north side of the hotel and close the present one rather than move it back towards the building. It will be better for the public and for the hotel to have the basement entrance on the north side as this would eliminate the necessity for wood trucks parking on Stephens Street. To construct the entrance on the north side would require some excavation, cutting through a concrete wall, construction of concrete walls and entrance and placing of steel doors. I think the cost will run $100.00 but expect to have a more accurate estimate from the owner soon.

We are asking the Copco to remove their poles, water meters, fire hydrants from the street at their own cost, and requesting the service station people to remove from the street area their gasoline tanks, which are now under the part of the sidewalk to be removed. We are constructing under the project all catch basins, sidewalks, driveway entrances and are raising sewers, manholes and street monument covers.

It seems to me we might cooperate with the owner to the extent of the cost of moving his basement entrance back towards the building.

Please advise howmuch we can do towards moving the basement entrance entirely off from Stephens Street.

NOTED

Very truly yours,

REFERRED TO

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

x

78 C D

10-2

August 6, 1934

Hon. J. E. McClintock, Mayor
City of Roseburg
Roseburg, Oregon

Dear Sir:

Further reference is made to your letter of June 27 requesting the State Highway Commission to consider an allocation of new federal funds for the continuation of the improvement of the Pacific Highway north of Haynes Street in your city.

You will be pleased to learn that the Commission at its last meeting definitely set up in its new construction program an amount of $30,000 to be expended for the widening of the pavement in your city from the south City Limits to Cass Street.

Yours very truly,

HBG:MC

Secretary

City of Roseb
thanks for completed work
also
wants work in city
limits completed.

oseburg

Oregon

COUNCILMEN

B. A. MCKEAN C. O. JOHN
S. J. SHOEMAKER W. F. HARRIS
C. W. WHARTON JAMES HUTCHINGS
A. J. YOUNG C. E. BANNING

IRA B. RIDDLE, CITY ATTORNEY
BEN B. IRVING, CITY ENGINEER

e 27th, 1934

State Highway Commission
Salem,. Oregon

Gentlemen;-

On behalf of the City of Roseburg, I wish to advise, that the widening of the portion of South Stephens Street in this City lying south of Haynes street to the City limits, has been completed to the entire satisfaction of the City Council, and is hereby accepted.

I also wish to express the appreciation of the citizens of Roseburg for the interest which has been proven by the action of your body in this important improvement, and we are looking forward to the final completion of this project at an early date.

Yours very truly

McClintock

Mayor

JEM-K

J. E. McCLINTOCK, MAYOR
A. J. GEDDES, RECORDER
T. J. BROWN, TREASURER

COUNCILMEN
E. A. MCKEAN C. O. JOHN
S. J. SHOEMAKER W. F. HARRIS
C. W. WHARTON JAMES HUTCHINGS
A. J. YOUNG C. E. BANNING

IRA B. RIDDLE, CITY ATTORNEY
BEN B. IRVING, CITY ENGINEER

City of Roseburg

Roseburg, Oregon

June 27th, 1934

State Highway Commission
Salem, . Oregon

Gentlemen;-

On behalf of the City of Roseburg, I wish to advise, that the widening of the portion of South Stephens Street in this City lying south of Haynes street to the City limits, has been completed to the entire satisfaction of the City Council, and is hereby accepted.

I also wish to express the appreciation of the citizens of Roseburg for the interest which has been proven by the action of your body in this important improvement, and we are looking forward to the final completion of this project at an early date.

Yours ~~very~~ truly

J E McClintock

Mayor

JEM-K

#1547

78C

July 3, 1934

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1547 for the construction of the South Roseburg Section of the Pacific Highway in Douglas County has been completed by the contractors R. I. Stuart & Sons, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 13th, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $7,870.50, including the final payment.

Very truly yours,

Secretary.

Dist. by J. McFarland.

Form 338—4M—9-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 19, 1934, 193

Section South Roseburg

Kind of work Paving

Highway Pacific

Section prefix 10 PD NRM 78-C

Contractor R. I. Stuart & Sons

Contract number 1547

Date of contract Dec. 7, 1934, 193

Date of completion May 16, 1934, 193

Date work started Dec. 21, 1934, 193

Estimated date of completion , 193

Amount of contract $ 10,187.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering 10,300.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 780.00, 7.5 %

Date project was completed May 16, 1934, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mon. State forces layed top up to Rice Street.

Tues. State forces layed top course up to 1547

Wed. State forces finished laying top course to-day.

RECEIVED
MAY [illegible] 1934

Ray Webber
[illegible] Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

CC to
R.H. Baldock✓
[illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.34
Miles partially completed					0.34
Miles completed					
Total estimated quantities	1200 C.Y.			140 tons	3000 S.Y.
Estimated quantities moved or placed to date	928 "			295 "	2846 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	15				

Percentages of men employed on contract to be secured from:

Douglas County, 100%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Douglas COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	15						15
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers 1, Crushing or screening plants ....

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., Trucks 5, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Shours		

CC to
R.H. Baldock✓
[illegible]

FORM 8 A-1 13743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

OR-18-C

May 25, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In re right of way, South Roseburg, F. R. A. Project, wish to advise that I have taken this matter up with the right of way department and they advise me as follows:

General Petroleum; they have written these people but have not yet received a reply. Will follow up.

Parrott Property; Our Mr. Parker is now negotiating with them but have not yet been able to secure an option. There seems to be some complication regarding a large sign. Will follow it up at once, and try to close deal.

Mrs. A. D. Jackson; Deal held up pending information from your office as to whether or not the new highway embankment will cover up or otherwise damage private road. It would probably expedite matters here if the slope stakes were set so that this party could be shown the exact height and limits of finished embankment.

Mr. Parker will be at the Salem office on Monday, May 28th, and will doubtless be able to give us more information at that time. We will advise you immediately upon receipt of any new development.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R.H. Baldock✓

May 21st, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Our Resident Engineer, Ray Webber, in reporting the date of completion (May 16) on the South Roseburg Paving Project, used the wrong project number. His wire read "Completed today NRH 78-B, Employment 29." The wire should have read "Completed today NRM 78-C, Employment 29."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/ER

cc Ray Webber

Form [illegible]-B

THE WESTERN UNION TELEGRAPH COMPANY

TELEGRAM RECEIVED BY TELEPHONE

CHECK AND ACCOUNTING INFORMATION	OFFICE FROM	DATE	FILING TIME
	ROSEBURG ORG	MAY16	

W H LYNCH DIST ENGR

U S BUREAU OF PUBLIC ROADS

PORTLAND ORG

1547

COMPLETED TODAY ~~NRH78-B~~ NRM 78-C EMPLOYMENT 29

RAY WEBBER

RECEIVED MAY 1? 193?

MAY 17

SIGN	TELEPHONE NUMBER	CLASS OF STATION	SPECIAL INFORMATION

SUBSCRIBER'S NAME	SENDER'S NAME

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

FORM 8-A-1 13748 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

#1547

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

7 E 11-73C

OREGON STATE HIGHWAY COMMISSION
SALEM

May 21, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. GLAISYER

Dear Sir:

TIME EXTENSION ON SOUTH ROSEBURG SECTION

Contractors R. I. Stuart & Sons of Medford have requested extension of time on their South Roseburg, contract 1547 from the specified date, April 30th, to May 20th, 1934.

I recommend that extension be granted without penalty for the reason that the contractor had completed all work except placing asphaltic concrete and had requested the State to place this for him as provided in the contract. Ivan Dakin(s crew has completed placing this paving. I note that you have asked Stuart to secure consent of their surety and I ppesume this will be sent direct to your office.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

FORM 5-A-1 13742 15M 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 12, 1934.

IN REPLY PLEASE REFER TO FILE No.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: [illegible]. C. SMITH

Dear Sir:

Your letter of April 11th, received asking about Price Agreement No. 1 for South Roseburg Section to cover extra thickness at concrete driveways.

Engineer Weber permitted the contractor to carry the bottom of curb grade straight across driveways. The contractor asked for this additional concrete placed under the driveway area. The item was small and I felt there was some merit in the contractor's claim. Should you disapprove this Price Agreement I am sure the contractor will accept his final without further arguement but I wish to recommend its approval.

As a matter of fact there is an offset of about an inch at the dividing line between pavement and driveway. This is so constructed in order to keep the water line straight in the gutters. The construction of this inch bump causes impact when wood trucks and other trucks use the driveways and I have noticed that quite a few other driveways here in town show failure at this point. The driveway is only 5 inches thick and I believe the extra thickness of concrete placed under these driveways is well worth the small amount of additional money.

I would also suggest that in the future the design for driveways show a thickness at the edge of the pavement equal to the thickness of the pavement plus the 1 inch bump. The contractor claims he broke even on this job and I doubt if he made any money at all.

It seems to me this small adjustment should be made by the State for the reasons given above.

Very truly yours,

E. A Collier
Division Engineer

cc. R.H. Baldock
EAC:AWF

FORM S-A-1 13743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 11, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Reference is made to Price Agreement #1 for the South Roseburg Section in which you ask for extra thickness at the concrete driveways.

We are unable to understand why our standard plans for concrete driveways are inadequate for South Roseburg when they have been used as a standard practice in other localities.

Will you kindly give a full explanation concerning the necessity for this order and advise whether you consider the standard design inadequate or whether there is a special hauling or conditions modifying the South Roseburg job.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USPW NRM 78-C

April 12, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
APR 13 1934
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer

Encls.

[illegible]

Apr.- 18457

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-78, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 22nd day of March, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the day of March, 1930, a revised project statement, which was approved by the Secretary on the 10th day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 21st day of November, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eleven thousand, two hundred five and 70/100 dollars ($11,205.70) as the share of the United States payable under said act on account of Section C of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 1543+47 at the south city limits of Roseburg and survey station 1561+25 at the intersection of Stephens Street with Haynes Street in the City of Roseburg**, length **0.341 of a** mile~~s~~, in **Douglas** County, being Section **C** of **Oregon U.S. Public Works** project No. **NRM-78**, consisting of **0.341 of a** mile~~s~~ of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~ **known locally as the South Roseburg Section of the Pacific Highway between official control points Dillard and Eugene.**

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of eleven thousand, two hundred five and 70/100 dollars ($11,205.70), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible] not exceed the authorized Federal pro rata share~~

~~[illegible]~~ is ~~[illegible]~~ the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, ~~out of funds which have been or will be made available~~ therefor by said State in the manner herein set forth, to wit:

STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of the project will be by the City of Roseburg pursuant to its agreement of December 7, 1933 with the Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3d day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By P St J Wilson
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department a~~s~~ U.S.Public Works Project No. NRM-78-C., State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 11,305.70 as the total estimated cost of said project, and the sum of $ 11,305.70 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal proportion of sai~~ is the ~~d~~ total estimated cost.

Done at the city of Washington, this 3d day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By P St J Wilson
Acting Chief, Bureau of Public Roads

FORM S A-1 11824 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

78C

OREGON STATE HIGHWAY COMMISSION
SALEM

February 27, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. N. Bishop,
Maintenance Engineer,
Office.

Dear Sir:

R. A. Stuart & Sons, contractors on the South Roseburg Paving Project, have requested that the State place the asphaltic concrete and surfacing finish coat on their job as specified in the Special Provisions. Will you please make arrangements to do this work. It is expected that the contract will be completed the early part of march. As a convenience to the traffic the asphaltic concrete should be placed as early as convenient to do so.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓
S. H. Probert

January 8, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the South Roseburg Section, Project No. NRM 78-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Municipal
Highway Project No. NRM-7[illegible]-C

SOUTH ROSEBURG SECTION OF
THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 28, 1933

35½' Roadway (Sta. 1561+25 to 1553+69.15)

200	cu. yds.	Excavation, Single Classification	$1.00	$ 200.00
110	sq. yds.	Removal of Driveways & Walks	0.25	27.50
2	only	Catch Basins	30.00	60.00
720	lin. ft.	Concrete Curbs	0.70	504.00
30	sq. yds.	Concrete Driveway Aprons	3.00	90.00
740	" "	Portland Cement Concrete Pavement	1.90	1,406.00
70	lin. ft.	Expansion Joints	0.20	14.00
320	" "	Contraction Joints	0.08	25.60
50	only	Dowels	0.10	5.00
34	tons	Class "B" Asphaltic Concrete	8.25	280.50
40	tons	Class "D" Asphaltic Concrete	7.50	300.00
910	sq. yds.	Surface Finish Coat	0.07	63.70
			Sub-total	$2,976.30
			10% Engr. & Cont.	297.63
			Total	$3,273.93

Length 0.143 mile
Cost per mile $22,894.61

36½' Roadway (Sta. 1553+69.15 to 1546+74.1)

700	sq. yds.	Excavation, Single Classification	$1.00	$ 700.00
50	" "	Removal of Driveways & Walks	0.25	12.50
380	lin. ft.	Concrete Curbs	0.70	266.00
1,730	sq. yds.	Portland Cement Concrete Pavement	1.90	3,287.00
510	lin. ft.	Expansion Joints	0.20	102.00
510	" "	Contraction Joints	0.08	40.80
320	only	Dowels	0.10	32.00
32	tons	Class "B" Asphaltic Concrete	8.25	264.00
15	"	Class "D" Asphaltic Concrete	7.50	112.50

980	sq. yds.	Surface Finish Coat	$0.07	$ 68.60
80	cu. yds.	Gravel Shoulders	2.00	160.00
		Sub-total		$5,045.40
		10% Engr. & Cont.		504.54
		Total		$5,549.94

Length 0.131 mile
Cost per mile $42,365.95

30' Roadway (Sta. 1546+74.1 to 1543+16.6)

300	sq. yds.	Excavation, Single Classification	$1.00	$ 300.00
1,700	yd. stac.	Overhaul	0.02	34.00
200	yd. mi.	Truck Haul	0.12	24.00
400	lin. ft.	8" Porous Drain Tile	0.50	200.00
100	cu. yds.	Rock Backfill for Tile Drains	2.00	200.00
530	sq. yds.	Portland Cement Concrete Pavement	1.90	1,007.00
170	lin. ft.	Expansion Joints	0.20	34.00
170	" "	Contraction Joints	0.08	13.60
110	only	Dowels	0.10	11.00
14	tons	Class "B" Asphaltic Concrete	8.25	115.50
5	tons	Class "D" Asphaltic Concrete	7.50	37.50
410	sq. yds.	Surface Finish Coat	0.07	28.70
80	cu. yds.	Gravel Shoulders	2.00	160.00
		Sub-total		$2,163.30
		10% Engr. & Cont.		216.53
		Total		$2,381.83

Length 0.067 mile
Cost per mile $35,549.70

National Recovery Municipal Funds Requested:

33½' Roadway	$3,273.93
36½' "	5,549.94
30' "	2,381.83
	$11,205.70

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

78-C

January 2, 1934

R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

We are today forwarding by express an executed copy of the contract No. 1547 awarded to you by the State Highway Commission for the paving of the South Roseburg Section of the Pacific Highway in Douglas County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

JM
jn

78-①

December 13, 1933

R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

For use in connection with the South Roseburg Paving Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 335 Jackson Street, Roseburg, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. E. A. Collier
cc Resident Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRM 78-C, the South Roseburg section of the Pacific Highway, to R. I. Stuart & Sons, Medford, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. S. Caufield
Highway Engineer

FORM 6-A-1 8701 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

78-C

Nov. 27, 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

ROSEBURG MUNICIPAL PROJECT.

Received Special Provisions and plan for the South Roseburg paving project. Some changes in quantities and items were made in the Salem office and my previous estimate for concrete pavement is too low. I am therefore submitting herewith revised Engineer's Estimate.

Very truly yours,

cc. R.H. Baldock
EAC:AW

E. A. Collier
Division Engineer

SPECIAL PROVISIONS Nov. 27,1933

South Roseburg Paving.
On Stephens St. from Haines St.
to City limits.

ENGINEER'S ESTIMATE

Excavation, Single Class	1200 cu. yd.	@ $0.60	$720.
Overhaul	1700 C.Y.S.	@ .03	51.
Truck Haul	200 Y.M.	.20	40.
8" Drain Tile	400 lin. ft.	@ .40	160.
Gravel Backfill	100 cu. yd.	@ 1.00	100.
Remove Sidewalks and driveways	160 sq. yd.	@ .30	48.
Catch Basin Replacement	2 each.	30.00	60.
Construct Curbs	1100 lin. ft.	@ .40	440.
Driveways	30 sq. yds.	2.00	60.
Concrete Pavement	3000 sq. yds.	@ 2.50	7500.
Expansion Joints	750 lin ft.	@ .20	150.
Contraction Joints	1000 lin. ft.	.05	50.
Dowels	480 each	.25	120.
Asphaltic Concrete Pavement-Class "B"-3/4"	80 tons	7.50	600.
Class "B" Asphaltic Concrete Pavement. 1¼"	60 tons	6.80	408.
Surface Finish Coat	2300 sq. yd.	.06	138.
Gravel for Shoulders, etc.	160 cu. yd.	2.00	320.
			10,965.
Plus 10% Contingencies & Engineering			1 095.
TOTAL - -			$12,060.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 21, 1933

1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRM 78-C, the South Roseburg section of the Pacific Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

It is noted that the plans and all papers refer to this project as 78-B. The Myrtle Creek Bridge was Section A and the Winston Bridge was Section B, so that this section should be shown as Section C. Please refer to this project as NRM 78-C on future documents and change your files accordingly.

We note that the profile does not show the grades or vertical curves. Will you please show this information on all plans in the future?

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the South Roseburg Section, Project No. NRM 76-~~B~~C.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM - 78-B — C

SOUTH ROSEBURG SECTION OF
THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 18, 1933

35 1/2' Roadway (Sta. 1561+25 to 1546+74.1)

200	cu. yds.	Excavation, Single Classification	$0.60	$ 120.00
110	sq. yds.	Removal of Driveways & Walks	0.30	33.00
2	only	Catch Basins	50.00	100.00
720	lin. ft.	Concrete Curbs	0.60	432.00
30	sq. yds.	Concrete Driveway Aprons	2.00	60.00
740	sq. yds.	Portland Cement Concrete Pavement	2.50	1,850.00
70	lin. ft.	Expansion Joints	0.20	14.00
320	lin. ft.	Contraction Joints	0.05	16.00
50	only	Dowels	0.25	12.50
34	tons	Class "B" Asphaltic Concrete	8.00	272.00
40	tons	Class "D" Asphaltic Concrete	8.00	320.00
910	sq. yds.	Surface Finish Coat	0.05	45.50
		Sub-total		$ 3,275.00
		10% Engr. & Cont.		327.50
		Total....................		$ 3,602.50

Length 0.143 mile
Cost per mile $ 25,192.30

36 1/2' Roadway (Sta. 1553+69.15 to 1546+74.1)

700	sq. yds.	Excavation, Single Classification	$0.60	$ 420.00
50	sq. yds.	Removal of Driveways & Walks	0.30	15.00
380	lin. ft.	Concrete Curbs	0.60	228.00
1,730	sq. yds.	Portland Cement Concrete Pavement	2.50	4,325.00
510	lin. ft.	Expansion Joints	0.20	102.00
510	lin. ft.	Contraction Joints	0.05	25.50
320	only	Dowels	0.25	80.00
32	tons	Class "B" Asphaltic Concrete	8.00	256.00
15	tons	Class "D" Asphaltic Concrete	8.00	120.00
980	sq. yds.	Surface Finish Coat	0.05	49.00
80	cu. yds.	Gravel Shoulders	1.50	120.00
		Sub-total		$ 5,740.50
		10% Engr. & Cont.		574.05
		Total		$ 6,314.55

Length	0.131 mile
Cost per mile	$ 48,202.67

30' Roadway (Sta. 1546+74.1 to 1543+16.6)

300	sq. yds.	Excavation, Single Classification	$ 0.60	$ 180.00
1,700	yd.sta.	Overhaul	0.05	85.00
200	yd.mi.	Truck Haul	0.20	40.00
400	lin.ft.	8" Porous Drain Tile	0.40	160.00
100	cu.yds.	Rock Backfill for Tile Drains	1.00	100.00
530	sq.yds.	Portland Cement Concrete Pavement	2.50	1,325.00
170	lin.ft.	Expansion Joints	0.20	34.00
170	lin.ft.	Contraction Joints	0.05	8.50
110	only	Dowels	0.25	27.50
14	tons	Class "B" Asphaltic Concrete	8.00	112.00
5	tons	Class "D" Asphaltic Concrete	8.00	40.00
410	sq.yds.	Surface Finish Coat	0.05	20.50
80	cu.yds.	Gravel Shoulders	1.50	120.00
			Sub-total	$ 2,252.50
			10% Engr. & Cont.	225.25
			Total.................	$ 2,477.75

Length	0.067 mile
Cost per mile	$ 36,598.96

National Recovery Municipal Funds Requested:

35 1/2' Roadway	$ 3,602.50
36 1/2' "	6,314.55
30' "	2,477.75
	$ 12,394.80

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Roseburg Project (NRM 78-B).

As this project is a pavement widening project involving the use of both Portland cement concrete and asphaltic concrete, we cannot require the contractor to carry on the work continuously during the winter months without endangering the quality of the work. A part of the grading work can be done during the winter months, but to do the subgrading work for the new pavement much in advance of the placing of the pavement would create a serious drainage condition, and would endanger and inconvenience traffic on the highway.

It is our plan to require the contractor to start the grade widening work at the south end of the project at once and to take up other portions of the work as rapidly as weather conditions will permit. We believe that our performance clause covers the situation about as definitely as it can be covered in advance, and that it gives all the control necessary to secure prompt performance of the work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 78-C, the Winston Bridge over the South Umpqua River on the Pacific Highway south of Roseburg, to Joplin & Eldon of Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 78-~~R~~Q, the Winston Bridge over the South Umpqua River on the Pacific Highway south of Roseburg, to Joplin & Eldon of Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

CONTRACT#1548,

SEE:

CONTRACT#1535,

CONTRACT #1549,

NRM 44 City of Arlington Paving Proj. 1933

1549

December 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon USPW project NRM 44, for which the final voucher was recently submitted.

We do not find reports of tests of the mineral aggregates used on this project. Will you please furnish these reports as soon as possible in order that we may recommend this voucher for payment.

Please refer to this letter when submitting the reports.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Original sent to Materials
12/13/34

#1549

Memo 44

August 16, 1934

Massachusetts Bonding & Insurance Company,
C. A. Tommassene, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1549 for the construction of the Arlington Section of the Columbia River Highway in Gilliam County has been completed by the contractors, Northwest Roads Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 25, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $3,967.61 including the final payment. Of this amount $71.85 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

nrm 44

August 6, 1934

Mr. G. S. Smith
Mayor
Arlington, Oregon

Dear Sir:

Responding to your communication of August 4 relative to the drainage in the city of Arlington, advise that, as I explained to you last spring, the engineers included curbs in this contract so that they could actually handle drainage. However, the people of Arlington did not wish the curbs so we were obliged to pave without them.

I am referring your letter to our Division Engineer, Mr. W. C. Williams, La Grande, with the request that he call on you in the near future and determine what can be done to alleviate the condition. I presume it may be some of the gravel kicked off of the oil that accumulated along the edge of the surfacing which will be picked up by our maintenance crews and removed. However, Mr. Williams will go into the matter thoroughly with you and advise me of his report.

Very truly yours,

State Highway Engineer

RHB:HI

cc - W. C. Williams

FORM 5-M-1 19661 500 1-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

14

July 6, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing Extra Work Order No. 1 on the Arlington Bituminous Macadam Project, contract No. 1549.

This order in the amount of $55.00 covers raising and refitting manholes and storm sewer inlets which work was not covered in the bid items. Additional project authorization will not be required.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock.

June 12, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letters of June 7th concerning the following projects:

Arlington Project- - NRM 44-A
Condon Project- - - NRM 114-A
Pendleton Project- - NRM 78-B
La Grande Project- - NRM 80-B

These projects are small bituminous macadam projects and all are under contract to the Northwest Roads Company. This company's bituminous macadam plant is now in the southern part of the State working on the Little Butte Creek-Elk Creek Project (Project NRS 47-4), which project it will complete within the next few days. The plant will then be moved to Eastern Oregon where it will perform the Arlington, Condon, Pendleton and La Grande Projects in the order of their listing.

The contractor informs us that he will be working on the Arlington Project within a week or ten days, and that he will have all four of the projects completed before the end of July.

The projects are all of such small size that it would be quite unreasonable to expect their performance except as they can be worked into a seasons program for an oiling outfit. We, therefore, trust that you will have no objection to our permitting the contractor to execute the work as above indicated.

Very truly yours,

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 7, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Referring to Oregon U. S. Public Works project NRM 44-A, Arlington section of the Columbia River Highway, during a recent inspection it was noted that construction has not started on this project.

The contract was awarded December 7, 1933, and the time limit is June 30, 1934, the specifications requiring work to be started as soon after April 15 as weather permits. Advice as to why work has not been started on this project will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

REFERRED TO
Probert
By State Highway Engineer

Please write
a letter for me
about this.

S/R Sm-44

May 24, 1934

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to the letters of the Northwest Roads Company of May 18th requesting an extension of time on the following contracts:

No. 1549 - Arlington Section in Gilliam County; No. 1550 - Condon Section in Gilliam County; No. 1603 - East Pendleton Section in Umatilla County and No. 1605 - La Grande Section in Union County.

You apparently have received copies of the above letters. Will you kindly advise of your recommendations.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 8-A-1 13743 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

NRm #4

May 5, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Northwest Roads Company,
P. O. Box 5072,
Portland, Ore.

Dear Sir:

On April 12th we sent you an agreement relative to elimination of the concrete curbs on your Arlington project, Contract #1549. To date we do not have any record of this agreement being returned.

It would be greatly appreciated if the agreement meets your approval that it be executed and returned at your earliest convenience. If not, please advise your objections thereto.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

FORM 2-M-3 1500M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

44

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 4, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. C. Smith

Dear Sir:

I am enclosing vicinity map of the proposed drainage structure to be constructed under the Columbia River Highway in the City of Arlington.

It is my recommendation that a 8' x 10' box culvert be constructed from station 0+23 to station 1+49 and that the area between the two buildings, station 1+49 to [illegible]+44, be paved with concrete. Also, approximately 100 ft. of retaining wall, rubble masonry suggested, will be required at the outlet end of the structure.

Will you kindly have the necessary designs for this culvert prepared by the Bridge Department. The approximate cost of work is $11,500.00 unless the suggested design is materially changed.

Very truly yours,

W C Willia

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock.

FORM 8-A-1 12000 8M 1-34

COMMISSIONERS ncil No. 124
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY COMMISSION
SALEM

J4

April 12, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Northwest Roads Company
P. O. Box 5072,
Portland, Oregon.

Attention - Theodore Shoemaker

Gentlemen

It is requested that the combined curb and gutters be eliminated from your contract No. 1549 for the bituminous macadam pavement in the City of Arlington.

An agreement has been prepared, three copies of which are attached, to be executed by yourselves and the Bonding Co. One copy to be retained for your records and two executed copies to be returned for our files.

The placing of the curbs would involve considerable work and expense because of the trees. It is therefore assumed that you would be glad to be relieved of this work at the price bid.

It would be appreciated if the executed copies be returned at your early convenience.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓
W. C. Williams

NOTED

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

Ore. USPW NRM 44-A

RECEIVED
[illegible] 1934

April 12, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Agr- 18456

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-44. Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 22nd day of March, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 2nd day of March, 1920, a project statement, which was approved by the Secretary on the 6th day of April, 1920, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 21st day of November, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seven thousand, three hundred nine and 50/100 dollars ($7,309.50) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds" appropriated by Act (Include amount, date, and citation of act of legislature by which authorized) approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws

~~(*b*) From other sources~~ of 1920, and Chap. 248, Laws of 1931.

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 447+26 at the end of the China Creek Bridge in the northwest end of Arlington and survey station 471+36.7 near the junction of the Columbia River Highway and the John Day Highway in the southeast portion of Arlington

, length 0.456 of a mile~~s~~, in Gilliam County, being Section A of Oregon U.S.Public Works project No. NRM-44, consisting of 0.456 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~. known locally as the Arlington Section of the Columbia River 618 Highway between official control points Arlington and Willows.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of seven thousand, three hundred nine and 50/100 dollars ($7,309.50), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seven thousand, eight hundred nine and 61/100 dollars ($7,809.61), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3d day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By P St J Wilson
Acting Chief, Bureau of Public Roads

Form PR. 3- Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRM-44-A State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 7,809.61 as the total estimated cost of said project, and the sum of $ 7,309.50 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 3d day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By
ing Chief, Bureau of Public Roads

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 6, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Baldock's March 21st letter concerning omission of curbs on Oregon U.S.Public Works project NRM 44.

In view of the representations made in the letter and your very evident desire, omission of the curbs is approved, provided this will not cause any trouble in collecting rainfall; and also provided that Federal funds will not be requested to meet any claim by the contractor for anticipated profits on this item.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
Probert
State Highway Engineer

March 21, 1934

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

The Mayor and City Council of Arlington have requested the elimination of curbs on Project NRM 44. In fact, they have refused to allow us to proceed with the construction of curb, and therefore your permission is requested to eliminate these from the project.

As you will remember the main street of Arlington is lined with a large number of shade trees which occupy a position adjacent to the sidewalk. At the time when this project was worked up the City Council was of the opinion that the curb could be placed just inside this line of trees, but the narrowing of the street met with serious objections from the citizens of the town and they have requested that we eliminate the curbs and carry the bituminous macadam up to the sidewalk line, leaving a place around the trees for watering. This can be done in an unobjectionable manner and one which will give a satisfactory finished appearance to the street.

Very truly yours,

State Highway Engineer

RHB:AJ

March 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Referring to your letter of March 9th, concerning the Arlington Project (Project NRM 44), this will advise that the stockpile aggregate to be used in the surfacing construction was produced between May 3rd and June 16th, 1933, under a contract with J. S. Risley for the production of crushed rock for the Arlington-Rock Creek Section of the John Day Highway and the Blalock-Heppner Junction Section of the Columbia River Highway.

In line with the second paragraph of your letter, we are instructing the division engineer, under whose jurisdiction the Arlington Project will be handled, to endeavor to make arrangements with the contractor for the construction of curbs with a batter on the front face and with round nosing.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

44

January 20, 1934

Mr. George S. Smith, Mayor
Arlington
Oregon

Dear Sir:

Honorable Earl W. Snell appeared before the State Highway Commission on January 18 and requested its consideration in the matter of the installation of concrete curbs on the proposed work through your City, which is now under contract.

Mr. Snell stated that in the opinion of many business men the curbs would be unsatisfactory. I advised the Commission that this is an engineering matter which would have to be carefully looked into, and it instructed me to have such an examination made.

I informed Mr. Snell that I thought that I could make this examination next Wednesday, but find now that it will be impossible. I assure you that as soon as I can, I will come to Arlington and give the matter my personal attention.

Mr. W. C. Williams, Division Engineer at La Grande, who has charge of this project, advises that the contractor will not do any work in Arlington for about six weeks inasmuch as the character of the work demands warm weather; so, you may rest assured that we will give the matter careful consideration before the contractor stars work on this project.

Very truly yours

State Highway Engineer

RHB:AJ

cc Hon. E. W. Snell
cc Mr. W. C. Williams

January 20, 1934

Hon. E. W. Snell
Arlington
Oregon

Dear Sir:

I talked with Mr. W. C. Williams over the 'phone this morning and he stated that no action would be taken with the contractor at Arlington for a month, or six weeks, because the character of this work demands warm weather.

Mr. Williams is of the opinion that it would be a difficult matter to eliminate the curb, but I will make an appointment with him and go over the situation carefully on the ground.

I would appreciate your looking over the job with us at that time, if convenient for you to do so. An emergency matter arose, which prevents me from making an inspection next week, but will endeavor to do so during the week of February 5 - 10, if not before.

Very truly yours

State Highway Engineer

RHB:AJ

cc Mr. W. C. Williams

N m 44.

January 9, 1934

Northwest Roads Company
Craig & Warren Roads
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are today forwarding by express an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of the Arlington Section of the Columbia River Highway in Gilliam County, being state highway contract No. 1549.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jm

-Memo 41

December 13, 1933

Northwest Roads Company
Craig & Warren Roads
P. O. Box 5072
Portland, Oregon

Gentlemen:

For use in connection with the Arlington Section, Bituminous Macadam Project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

Subsequent to the award of the contract, the National Reemployment Service has opened an employment office at Condon, Oregon. The applications for labor list to which reference is made in these instructions should, therefore, be addressed to the National Reemployment Office, Condon, Oregon, instead of the employment office named in the special provisions. A supply of the forms on which to make the application is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc W. C. Williams
cc Resident Engineer

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

1206-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

7 AM 44

NOTED
Highway Engineer

OREGON STATE HIGHWAY COMMISSION
PORTLAND, OREGON

GENTLEMEN:

AFTER RECONSIDERATION AND CAREFUL THOUGHT WITH REFERENCE TO THE MATTER OF CURBING ON THE MAIN STREET AT ARLINGTON WHICH WAS TO BE DONE IN CONNECTION WITH THE PAVING OF SAID STREET WISH TO URGENTLY REQUEST THAT THE HIGHWAY COMMISSION DISPENSE WITH THE CURBING. THIS REQUEST IS MADE ON THE PREMISE THAT SUCH CURBING WILL CUT DOWN THE WIDTH OF OUR STREET MATERIALLY AND MAY DEVELOP INTO A SERIOUS HANDICAP TO ORDERLY MOVEMENT OF TRAFFIC OVER SAID MAIN STREET.

RESPECTFULLY SUBMITTED,
CITY OF ARLINGTON

By G.W. Biggs
COUNCILMAN

BY G.L. Smith
MAYOR

BY A. M. Ogilvy
COUNCILMAN

BY Geo A. Berry
COUNCILMAN

BY D.L. Smith
COUNCILMAN

BY W.F. Aldrich
COUNCILMAN

BY Ben Bowman
COUNCILMAN

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE.

Secretary

AJ

nrm 44

December 8, 1933

Northwest Roads Co.
P. O. Box 5072
Portland, Oregon

Gentlemen:

This is to notify you that the State Highway Commission has awarded to you the contract for the construction of the Arlington Section of the Columbia River Highway in Gilliam County at your bid price of $6,645.00, using tar.

Contract forms will be sent you shortly for your execution; in the meantime you may consider this letter your authority to proceed at once with your construction operations.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRM 44, the Arlington section of the Columbia River Highway, to Northwest Roads Co., Portland, Oregon, who submitted the low bid, using tar.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

November 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRM 44-A, the Arlington section of the Columbia River Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Arlington Project (NRM 44).

This project is a bituminous macadam project, and we have learned by experience that it is not safe to attempt to place bituminous macadam in any part of the State earlier in the year than April 15th. As there is very little other work to be done under the contract, it would be impracticable and uneconomical to open up the work until shortly before weather conditions will permit the placing of the bituminous macadam.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

November 17, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Arlington Section, Project No. NRM-44.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Mun-
icipal Proj. No. NRM-44

ARLINGTON SECTION OF THE
COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans for bituminous macadam. Not as basis for project agreement)

Salem, Oregon, November 17, 1933.

ORIGINAL PROJECT (STA. 447+26 TO 469+22.6)

30' Bituminous Macadam (Sta. 447+26 to 449+35
(Sta. 464+92.1 to 469+22.6)

2,300	sq. yds.	Preparation of Base	$0.015	$ 34.50
170	cu. yds.	Placing Mineral Aggregate	1.50	255.00
350	yd. mi.	Hauling " "	0.15	52.50
12	tons	No. 3 Oil in Place	30.00	360.00
14	"	Tar in Place	27.00	(Alternate)
2	"	Emulsified or Cutback Asphalt	30.00	60.00
80	cu. yds.	Crushed Rock Shoulders	0.50	40.00
160	yd. mi.	Hauling " "	0.15	24.00
			Subtotal	$ 826.00
			10% Engr. & Cont.	82.60
			Total	$ 908.60

Length 0.121 miles
Cost per mile $7,509.09

36' Bituminous Macadam (Sta. 449+35 to 464+92.1)

6,900	sq. yds.	Preparation of Base	$0.015	$ 103.50
520	cu. yds.	Placing Mineral Aggregate	1.50	780.00
1,030	yd. mi.	Hauling " "	0.15	154.50
34	tons	No. 3 Oil in Place	30.00	1,020.00
41	"	Tar in Place	27.00	(Alternate)
5	"	Emulsified or Cutback Asphalt	30.00	150.00
2,300	lin. ft.	Concrete Curb & Gutter	1.00	2,300.00
300	cu. yds.	Gravel Base	0.50	150.00
1,350	yd. mi.	Hauling Gravel Base	0.15	202.50
100	cu. yds.	Filler	0.50	50.00
200	yd. mi.	Hauling Filler	0.15	30.00
			Subtotal	$4,940.50
			10% Engr. & Cont.	494.05
			Total	$5,434.55

Length	0.295 mile
Cost per mile	$ 10,422.20

EXTENSION OF PROJECT (STA. 469+22.6 to STA. 471+56.7)

30' Bituminous Macadam

800	sq. yds.	Preparation of Base	$ 0.015	$ 12.00
60	cu. yds.	Placing Mineral Aggregate	1.50	90.00
120	yd. mi.	Hauling Mineral Aggregate	0.15	18.00
4	tons	No. 3 Oil in Place	30.00	120.00
5	tons	Tar in Place	27.00	Alternate
1	ton	Emulsified or Cutback Asphalt	30.00	30.00
20	cu. yds.	Crushed Rock Shoulders	0.50	10.00
40	yd. mi.	Hauling Rock Shoulders	0.15	6.00
			Sub-total	$ 286.00
			10% Engr. & Cont.	28.60
			Total	$ 314.60

Length	0.040 mile
Cost per mile	$ 7,865.00

National Recovery Municipal Highway Funds Requested:

Original Project	(30' Bit.Mac.)	$ 908.60
" "	(36' " ")	5,434.55
Extension	(30' " ")	314.60
		$6,657.75

NON-PARTICIPATING ITEMS

(Mineral Aggregate Furnished Under State Contract No. 1460)

(Sta. 447+26 to 449+35) (464+92.1 to 469+22.6)

100	cu. yds.	1 1/4" - 3/4" Matls. in Stockpile	$ 0.69	$ 69.00
20	cu. yds.	3/4" - 1/2" Matls in Stockpile	0.78	15.60
30	cu. yds.	1/2" - 1/4" Matls in Stockpile	0.88	26.40
				$ 111.00

(Sta. 449+35 to 464+92.1)

35	cu. yds.	1 1/4" - 3/4" Matls in Stockpile	$ 0.69	$ 24.15
6	cu. yds.	3/4" - 1/2" Matls in Stockpile	0.78	4.68
11	cu. yds.	1/2" - 1/4" Matls in Stockpile	0.88	9.68
				$ 38.51

A

(Sta. 469+82.6 to 471+86.7)

300	cu. yds.	1 1/4" - 3/4" Matls in Stockpile	$ 0.69	$ 207.00
60	cu. yds.	3/4" - 1/2" Matls in Stockpile	0.78	46.80
110	cu. yds.	1/2" - 1/4" Matls in Stockpile	0.88	96.80
				$ 350.60

January 4, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Arlington Section, Project No. NRH 44.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department

National Recovery Municipal
Highway Project No. NRM-44

ARLINGTON SECTION OF THE

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 28, 1933

ORIGINAL PROJECT (STA. 447+26 TO 469+22.6)

30' Bituminous Macadam (447+26 to 449+35)
(Sta. 464+92.1 to 469+22.6)

2,300	sq. yds.	Preparation of Base	$0.03	$ 69.00
170	cu. yds.	Placing Mineral Aggregate	1.70	289.00
350	yd. mi.	Hauling " "	0.25	87.50
14	tons	Tar in Place	24.00	336.00
2	"	Emulsified or Cutback Asphalt	45.00	90.00
80	cu. yds.	Crushed Rock Shoulders	1.50	120.00
160	yd. mi.	Hauling " "	0.25	40.00
			Sub-total	$1,031.50
			10% Engr. & Cont.	103.15
			Total	$1,134.65

Length 0.121 mile
Cost per mile $9,377.27

36' Bituminous Macadam (Sta. 449+35 to 464+92.1)

6,900	sq. yds.	Preparation of Base	$0.03	$ 207.00
520	cu. yds.	Placing Mineral Aggregate	1.70	884.00
1,030	yd. mi.	Hauling " "	0.25	257.50
41	tons	Tar in Place	24.00	984.00
5	"	Emulsified or Cutback Asphalt	45.00	225.00
2,300	lin. ft.	Concrete Curb & Gutter	0.75	1,725.00
300	" "	Gravel Base	2.00	600.00
1,350	yd. mi.	Hauling Gravel Base	0.20	270.00
100	cu. yds.	Filler	0.50	50.00
200	yd. mi.	Hauling Filler	0.25	50.00
			Sub-total	$5,252.50
			10% Engr. & Cont.	525.25
			Total	$5,777.75

Length 0.295 mile
Cost per mile $19,585.59

EXTENSION OF PROJECT (STA. 469+22.6 TO STA. 471+36.7)

30' Bituminous Macadam

800	sq. yds.	Preparation of Base	$0.03	$ 24.00
60	cu. yds.	Placing Mineral Aggregate	1.70	102.00
120	yd. mi.	Hauling Mineral Aggregate	0.25	30.00
5	tons	Tar in Place	24.00	120.00
1	ton	Emulsified or Cutback Asphalt	45.00	45.00
20	cu. yds.	Crushed Rock Shoulders	1.50	30.00
40	yd. mi.	Hauling Rock Shoulders	0.25	10.00
			Sub-total	$ 361.00
			10% Engr. & Cont.	36.10
			Total	$ 397.10

Length 0.040 mile
Cost per mile $9,927.50

National Recovery Municipal Highway Funds Requested:

Original Project (30' Bit. Mac.)	$ 1,134.65
Original Project (36' Bit. Mac.)	5,777.75
Extension (30' Bit. Mac.)	397.10
	$ 7,309.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

NON-PARTICIPATING ITEMS

(Mineral Aggregate Furnished Under State Contract No. 1460)

(Sta. 447+26 to 449+35) (464+92.1 to 469+22.6)

100	cu. yds.	1½" - 3/4" Matls. in Stockpile	$0.69	$ 69.00
20	cu. yds.	3/4" - ½" Matls. in Stockpile	0.78	15.60
30	cu. yds.	½" - ¼" Matls. in Stockpile	0.88	26.40
				$ 111.00

(Sta. 449+35 to 464+92.1)

35	cu. yds.	1½" - 3/4" Matls. in Stockpile	$0.69	$ 24.15
6	cu. yds.	3/4" - ½" Matls. in Stockpile	0.78	4.68
11	cu. yds.	½" - ¼" Matls. in Stockpile	0.88	9.68
				$ 38.51

(Sta. 469+22.6 to 471+36.7)

300	cu. yds.	1½" - 3/4" Matls. in Stockpile	$0.69	$ 207.00
60	cu. yds.	3/4" - ½" Matls. in Stockpile	0.78	46.80
110	cu. yds.	½" - ¼" Matls. in Stockpile	0.88	96.80
				$ 350.60

CONTRACT#1550,

NRM 114-A Condon Sec. 1933

1550

January 3, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of December 26, 1934, we are enclosing herewith four copies of revised statement of completed work for the Condon Section, Project No. 114.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the statement of completed work recently submitted with the final voucher for Oregon U. S. Public Works project NRM 114-A.

We note that this statement shows both bridges built as part of F.A.P. 114 as type 950. Our records indicate that the Condon Canyon bridge, your number 1102, is a steel I-beam structure. A revised statement of completed work should be prepared showing the segregation of costs between the Thirty Mile Creek bridge (type 950) and the Condon Canyon bridge (type 924). The final voucher will be held in this office pending receipt of the revised statement.

Very truly yours,

W. H. LYNCH
District Engineer

By FE Andrews
F. E. Andrews
Sr. Hwy. Engineer

Tem

#1550

114 a

August 16, 1934

Massachusetts Bonding & Insurance Company,
C. A. Tommasene, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1550 for the construction of the Condon Section of the John Day Highway in Gilliam County has been completed by the contractors, Northwest Roads Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 25, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $6,527.78 including the final payment. Of this amount $36.38 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 21, 1934

Section Condon Bituminous Macadam

Kind of work Oiling

Highway John Day

Section prefix 11 FG NRM 114-A

Contractor Northwest Roads Co.

Contract number 1550

Date of contract Dec. 7, 1933

Date of completion May 31, 1934

Date work started June 21, 1934

Estimated date of completion , 193

Amount of contract $ 7,410.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 6475.00

Per cent of contract completed, based on total contract price %

Engineering costs to date, $ 275.00, 4.2 %

Date project was completed July 18, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling on this section was finished on Wednesday. A roller and blade stayed until Friday rolling and brooming to assist in setting this job up. The other equipment moved to Arlington Wednesday afternoon and finished sealing Arlington Thursday morning.

RECEIVED
JUL 23 1934

Signed Dean

Address Resident Engineer Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFAC	MA TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				0.9	
Miles partially completed					
Miles completed				0.9	
Total estimated quantities				1123	
Estimated quantities moved or placed to date				1123	
Average daily quantities				108	
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				5	
Average force on project for week				21	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	U. S. Employment Service COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men		18				3	21
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ......, Crushing or screening plants ......,

Compressors ......, Bull dozers ......, Sheet-foot rollers ......, Road broom 1, Trucks 4.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 9-M-1 12081 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDO
STATE HIGHWAY ENG
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

1142

July 21, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention Mr. H. G. Smith:

Dear Sir:

I am inclosing extra work order No. 1 on the Condon NRM project, contract No. 1550, covering the adjusting of man holes and street drains to conform with the new grade line. Additional project authorization will not be necessary.

Very truly yours,

WC Willia

Division Engineer.

WCW V
Incls.

cc Mr. Baldock.

FORM S-A-1 13742 15M 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 27, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The Northwest Roads Company has asked permission to use tar for the seal coat on projects at Arlington and Condon on account of the small amount of seal and the great amount of expense to secure cutback.

There would seem to be several reasons in favor of this use of tar and therefore permission is granted to use it as the seal on the above mentioned city projects.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

Northwest Roads Company

June 12, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letters of June 7th concerning the following projects:

Arlington Project- - NRM 44-A
Condon Project- - - NRM 114-A
Pendleton Project- - NRM 38-B
La Grande Project- - NRM 80-B

These projects are small bituminous macadam projects and all are under contract to the Northwest Roads Company. This company's bituminous macadam plant is now in the southern part of the State working on the Little Butte Creek-Elk Creek Project (Project NRG 47-A), which project it will complete within the next few days. The plant will then be moved to Eastern Oregon where it will perform the Arlington, Condon, Pendleton and La Grande Projects in the order of their listing.

The contractor informs us that he will be working on the Arlington Project within a week or ten days, and that he will have all four of the projects completed before the end of July.

The projects are all of such small size that it would be quite unreasonable to expect their performance except as they can be worked into a seasons program for an oiling outfit. We, therefore, trust that you will have no objection to our permitting the contractor to execute the work as above indicated.

Very truly yours,

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 7, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon U. S. Public Works project NRM 114-A, Condon, bituminous macadam.

This project was placed under contract December 7, 1933, and the time limit was May 31, 1934. Specifications require construction to start as soon after April 15 as weather conditions permit. An inspection made May 31 shows no work started on this project, and we would appreciate advice as to why work has not started.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

REFERRED TO
Probert
By State Highway Engineer

Please write letter
for me to sign

FORM 5-M-1 15061 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

114-A

May 14, 1934.

IN REPLY PLEASE REFER TO FILE NO. 112-4F

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

The Northwest Roads Company have requested an extension of time until July 31st for completion dates of the Condon, Arlington, La Grande and Pendleton NRM Projects. I have advised the company that I will recommend the granting of this extension of time subject to certain restrictions relating to final sealing as set forth in my letter to them, a copy of which is furnished to you.

If you approve the granting of the time extension You will kindly advise Mr. Shoemaker. I will also appreciate your furnishing me with a copy of the agreement relating to elimination of concrete curbs when such an agreement is furnished by the Northwest Roads Company.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG

cc R. H. Baldock.

REFERRED TO
Glai
For Com. meeting

SCOTT, CHAIRMAN, PORTLAND
WASHBURNE, EUGENE
ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 14, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Northwest Roads Company
P.O.Box 5071
Portland, Oregon

Attention: Theodore Shoemaker, President

Dear Sir:

I have your letter of May 9th in which you requesting an extension of time until July 31st, 1934, for completion of the Condon, Arlington, La Grande and Pendleton NRM. Projects.

It will of course be necessary to secure Mr. Baldock's approval for this extension of time. Considering, however, that there will be no particular inconvenience to the traveling public or the municipalities by the granting of this time extension, I will recommend to Mr. Baldock that such an extension be granted to you. It shall however be understood that these completion dates shall include time for sealing of the bituminous macadam sections. It will in each instance be necessary to allow approximately seven to ten days time for the proper curing of the bituminous macadam before the final seal can be placed.

As you will undoubtedly be laying bituminous macadam on your Emigrant Springs-Summit contract about July 15th, it would appear that arrangements could be made to seal the municipal projects in connection with your work on the Emigrant Springs-Summit Section.

I have not as yet been furnished with your approval of the change in plans at Arlington which eliminate the concrete curbing. As this slight change in plans is made a basis for your requested extension of time, an approved agreement for the elimination of the curbing should be submitted immediately.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OG

cc R. H. Baldock
cc H. G. Smith

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USPW NRM 114-A

POST OFFICE BUILDING
PORTLAND, OREG.

April 12, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Appr- 18466

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-114, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 13th day of November, 1933, a revised project statement, which was approved by the Secretary on the 20th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 20th day of November, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of eight thousand, one hundred fifty-one and 55/100 dollars ($ 8,151.55) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds" appropriated by Act approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920,
(Include amount, date, and citation of act of legislature by which authorized)

~~(*b*) From other sources~~ and Chap. 248, Laws of 1931.

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 657+05.0 at the south city limits of Condon and survey station 16+50.3 near the intersection of Washington Street and Well Street in the city of Condon, length 0.891 of a miles/ in Gilliam County, being Section A of Oregon U.S.Public Works project No. NRM-114, consisting of 0.891 of a miles/ of roadway and no bridges, ea~~ch~~ of more than 20 feet clear span, ~~of a mile in length~~ known locally as the Condon Section of the John Day Highway between official control points "Arlington and a point on Federal Aid Road near Dayville."

5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

MAR 24 1934

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eight thousand, one hundred fifty-one and 55/100 dollars ($8,151.55), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eight thousand, nine hundred eighty and 84/100 dollars ($8,980.84), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed th~~e legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By L. E. W. Wilson
Actin Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRM-114-A. State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 8,980.84 as the total estimated cost of said project, and the sum of $ 2,151.55 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~*Secretary of Agriculture.*~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By L. E. Wilson
ing Chief, Bureau of Public Roads

FORM S A-1 11924 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

114-a

March 13, 1934.

Northwest Roads Company,
Portland, Ore.

NOTED
Asst. Highway Engineer

Gentlemen:

It may be necessary to eliminate the concrete curbs on the Arlington project as the citizens of that town are objecting to the narrowing up of the street, therefore no material should be ordered for any work planned with relation to these curbs without further word from this department.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

March 9, 1934.

RECEIVED
MAR 10 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon USPW Proj. No. NRM-114-A

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

In accordance with the notation made on the estimate, Article VI of the project agreement has provided for maintenance by the Highway Department.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

P.S. Enclosed also is an approved copy of detail estimate, upon which the agreement was based, together with approved copy of specifications.

January 15, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Condon Section, Project No. NRH-114-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-114-A

CONDON SECTION OF THE JOHN DAY HIGHWAY

IN GILLIAM COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 28, 1933

ORIGINAL PROJECT (STA. 657+05 TO 677+47.8)

20' Bituminous Macadam

115 cu. yds.	Rock Shoulders	$1.50	$ 172.50
4,800 sq. yds.	Preparation of Base	0.02	96.00
380 cu. yds.	Placing Mineral Aggregate	1.50	570.00
2,000 yd. mi.	Hauling Mineral Aggregate	0.20	400.00
30 tons	Tar in Place	24.00	720.00
3.8 tons	Emulsified or Cutback Asphalt	45.00	171.00
	Sub-total		$2,129.50
	10% Engr. & Cont.		212.95
	Total		$2,342.45

Length 0.386 miles
Cost per mile $6,068.52

EXTENSION OF ORIGINAL PROJECT

STA. 677+47.8 TO STA. 16+50.3)

56' Bituminous Macadam (Sta. 677+47.8 to Sta. 688+50)

55 lin. ft.	Concrete Curbs	$1.00	$ 55.00
7,000 sq. yds.	Preparation of Base	0.02	140.00
470 cu. yds.	Placing Mineral Aggregate	1.50	705.00
2,200 yd. mi.	Hauling " "	0.20	440.00
39 tons	Tar in Place	24.00	936.00
5.4 tons	Emulsified or Cutback Asphalt	45.00	243.00
	Sub-total		$2,519.00
	10% Engr. & Cont.		251.90
	Total		$2,770.90

Length 0.208 miles
Cost per mile $13,321.63

20' Bituminous Macadam (Sta. 698+50 to 16+50.3)

400	cu. yds.	Excavation, Single Classification	$0.50	$ 200.00
600	yd. stas.	Overhaul	0.03	18.00
50	yd. mi.	Truck Haul	0.25	12.50
300	cu. yds.	Selected Roadbed Topping	2.00	600.00
900	yd. mi.	Hauling " "	0.20	180.00
100	cu. yds.	Key Rock in Talus Base	1.50	150.00
85	cu. yds.	Rock Shoulders	1.50	127.50
60	lin. ft.	Concrete Curbs	1.00	60.00
3,700	sq. yds.	Preparation of Base	0.02	74.00
300	cu. yds.	Placing Mineral Aggregate	1.50	450.00
1,300	cu. yds.	Hauling " "	0.20	260.00
21	tons	Tar in Place	24.00	504.00
2.8	tons	Emulsified or Cutback Asphalt	45.00	126.00
		Sub-total		$2,762.00
		10% Engr. & Cont.		276.20
		Total		$3,038.20

Length 0.303 mile
Cost per mile $10,027.06

National Recovery Municipal Funds Requested:

Original Project	
20' Bit. Mac.	$2,342.45
Extension	
56' Bit. Mac.	2,770.90
20' Bit. Mac.	3,038.20
	$8,151.55

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1917
" " " Maintenance: Chap. 41, laws 1927

NON-PARTICIPATING ITEMS

(Mineral Aggregate in Stockpiles furnished under State Contract No. 1460.)

For Bit. Macadam Construction on Original Project. (Sta. 657+05 to 677+47.8).

226	cu. yds.	1½" - 3/4" Materials in Stockpile	$ 0.69	$ 155.94
44	" "	3/4" - ½" " " "	0.78	34.32
75	" "	½" - 1/8" " " "	0.88	66.00
35	" "	1/8" - 0" " " "	0.35	12.25
1,000	yd. mi.	Hauling Crushed Rock, Pile Measure	0.095	95.00
				$ 363.51

For Bit. Macadam Construction on Extension (Sta. 677+47.8 to 16+50.3).

240	cu. yds.	1½" - 3/4" Materials in Stockpile	$ 0.69	$ 165.60
66	" "	3/4" - ½" " " "	0.78	51.48
110	" "	½" - 1/8" " " "	0.88	96.80
54	" "	1/8" - 0" " " "	0.35	18.90
1,400	yd. mi.	Hauling Crushed Rock, Pile Measure	0.095	133.00
				$ 465.78

114-2

January 9, 1934

Northwest Roads Co.
Craig & Warren Roads
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are forwarding by express today an executed copy of state highway contract No. 1550 awarded to you by the State Highway Commission on December 7, 1933, for the construction of the Condon Section of the John Day Highway in Gilliam County.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

ADDRESS ALL COMMUNICATIONS
TO THE COMPANY

TELEPHONE TABOR 2082

NORTHWEST ROADS COMPANY

CRAIG & WARREN ROADS
PORTLAND

P. O. BOX 5072
OREGON

114-a

Arlington Condon

December 31st, 1933.

Mr. S. H. Probst, Office Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We acknowledge your two communications of December 13th regarding bituminous macadam projects awarded us at Arlington and Condon in Gilliam County, Oregon.

We acknowledge receipt of instructions regarding the procedure in the employment of men and forms for use in that connection.

We will contact National Reemployment Office at Condon, Oregon at the proper time.

Very truly yours,

NORTHWEST ROADS COMPANY

By Theo Shoemaker
Theodore Shoemaker
President.

TS/E

114-a

December 13, 1933

Northwest Roads Company
Craig & Warren Roads
P. O. Box 3972
Portland, Oregon

Gentlemen:

For use in connection with the Condon Bituminous Macadam Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

Subsequent to the award of the contract, the National Reemployment Service has opened an employment office at Condon, Oregon. The applications for labor lists to which reference is made in these instructions should, therefore, be addressed to the National Reemployment Office, Condon, Oregon, instead of the employment office named in the special provisions. A supply of the forms on which to make the application is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:LR

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRM 114-A, the Condon section of the John Day Highway, to Northwest Roads Co., Portland, Oregon, who submitted the low bid, using tar.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

November 23, 1933

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of November 20th, we are today sending five blueprint copies of the revised typical section sheet for the Condon Section, Project No. NRM-114-A.

The correct length for the 20' bituminous macadam from Station 688+50 to Station 16+50.3 is 0.297 mile.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S.Public Works project NRM 114-A, the Condon section of the John Day Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

It is noted that the section sheet does not show the thickness of the present pavement or oiled macadam. Revised sheets should be submitted showing these thicknesses. This project, like several others recently submitted, does not indicate on the section sheet whether the thicknesses are loose or compacted. When the revised sheet is submitted, it is requested that this be shown.

Apparently State owned stockpiled rock is to be furnished for the bituminous macadam, shoulders and key rock. These quantities should be shown on the agreement estimate as nonparticipating items.

On the estimate the section of 20' bituminous macadam Sta. 688+50 to 16+50.3, we arrive at a length of 0.297 mile instead of 0.~~363~~ mile as shown. We would like to have this checked. OK

Very truly yours,

W. H. LYNCH
District Engineer

Ans 11-23-33

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Condon Project (NRM 114-A).

This project is a bituminous macadam project, and we have learned by experience that it is not safe to attempt to place bituminous macadam in any part of the State earlier in the year than April 15th. As there is very little other work to be done under the contract, it would be impracticable and uneconomical to open up the work until shortly before weather conditions will permit the placing of the bituminous macadam.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

November 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany bituminous macadam plans for the Comden Section, Project No. NRM 114-A. Five bid proposals and five sets of blueprint plans are being sent under separate cover.

This work extends beyond the limits of Project No. 114-A, but it appears desirable to include the work to be done under one project rather than to set up an additional project to cover the work on the extension. The papers have been prepared accordingly.

The station for the city limits is shown incorrectly on the original plans as 657+15. The correct stationing for this point is 657+05.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery
Municipal Proj. No.NRM-114-A

CONDON SECTION OF THE JOHN DAY HIGHWAY

IN GILLIAM COUNTY

(Estimate ~~to accompany plans. Not as basis for project agreement.~~) as basis for project agreement. Based on low bid prices)

Salem, Oregon, ~~November~~ Dec 16, 1933

ORIGINAL PROJECT (STA. 657+05 TO 677+47.8)

20' Bituminous Macadam:

115 cu. yds.		Rock Shoulders		1.50		172.50
4,800	sq. yds.	Preparation of Base	$0.015	.02	$ 72.00	96.00
380	cu. yds.	Placing Mineral Aggregate	1.30	1.50	494.00	570.00
2,000	yd. mi.	Hauling Mineral Aggregate	0.15	0.20	300.00	400.00
~~25~~	~~tons~~	~~No. 3 Road Oil in Place~~	~~30.00~~		~~750.00~~	
30	tons	Tar in Place	27.00	24.00	810.00	720.00
3.8	"	Emulsified or Cutback Asphalt	30.00	45.00	114.00	171.00
		Sub-total			$ 2,540.00	2129.50
		10% Engr. & Cont.			254.00	212.95
		Total			$ 2,794.00	2,342.45

Length 0.386 miles
Cost per mile ~~$7,238.34~~ 6,068.52

EXTENSION OF ORIGINAL PROJECT

STA. 677+47.8 TO STA. 16+50.3)

56' Bituminous Macadam: (Sta. 677+47.8 to Sta. 688+50)

55	lin. ft.	Concrete Curbs	$0.70		$ 38.50	55.00
7,000	sq. yds.	Preparation of Base	0.015	.02	105.00	140.00
470	cu. yds.	Placing Mineral Aggregate	1.30	1.50	611.00	705.00
2,200	yd. mi.	Hauling " "	0.15	.20	330.00	440.00
~~33~~	~~tons~~	~~No. 3 Oil in Place~~	~~30.00~~		~~990.00~~	
39	tons	Tar in Place	27.00	24.00	1,053.00	936.00
5.4	"	Emulsified or Cutback Asphalt	30.00	45.00	162.00	243.00
		Sub-total			$ 3,289.50	2519.00
		10% Engr. & Cont.			328.95	251.90
		Total			$ 3,618.45	2770.90

Length 0.208 miles
Cost per mile ~~$17,396.39~~ 13,321.63

20' Bituminous Macadam (Sta. 688+50 to 16+50.3)

400	cu. yds.	Excavation, Single Classification	~~$0.50~~	.50	~~$ 200.00~~	200.00
600	yd. sta.	Overhaul	~~0.05~~	.03	~~30.00~~	18.00
50	yd. mi.	Truck Haul	~~0.20~~	.25	~~10.00~~	12.50
300	cu. yd.	Selected Roadbed Topping	~~0.50~~	2.00	~~150.00~~	600.00
900	yd. mi.	Hauling " "	~~0.15~~	.20	~~135.00~~	180.00
100	cu. yd.	Key Rock in Talus Base	~~0.40~~	1.50	~~40.00~~	150.00
85	cu. yds.	Rock Shoulders	~~0.80~~	1.50	~~68.00~~	127.50
60	lin. ft.	Concrete Curbs	~~0.70~~	1.00	~~42.00~~	60.00
3,700	sq. yds.	Preparation of Base	~~0.015~~	.02	~~55.50~~	74.00
300	cu. yds.	Placing Mineral Aggregate	~~1.30~~	1.50	~~390.00~~	450.00
1,300	cu. yds.	Hauling " "	~~0.15~~	.20	~~195.00~~	260.00
~~18~~	~~tons~~	~~No. 3 Oil in Place~~	~~30.00~~		~~540.00~~	
21	tons	Tar in Place	~~27.00~~	24.00	~~567.00~~	504.00
2.8	"	Emulsified or Cut-back Asphalt	~~30.00~~	45.00	~~84.00~~	126.00
		Sub-total			~~$ 2,506.50~~	2,762.00
		10% Engr. & Cont.			~~250.65~~	276.20
		Total			~~$ 2,757.15~~	3,038.20

Length	0.303 miles
Cost per mile	~~$9,099.50~~ 10,027.06

National [illegible] [illegible] Roads [illegible]

original Project

2[illegible]' Oil Mac 2,342.45 ✓

[illegible] 36 Oil Mac 2,770.90

2[illegible] Bit Mac 3,038.20

8151.35

State [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] 31 [illegible] 19[illegible]

" [illegible] [illegible] [illegible] 1-7

CONTRACT#1551

NRH 187-C Stinkingwater Mtn. Sec. 1933

1551

FORM 5-M-1 15733 900 1-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 22, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Morrison-Knudsen Company
Boise, Idaho

Attention Mr. H. H. Shoemaker

Gentlemen:

I have read a copy of your letter addressed to E. G. Bickmore, Resident Engineer at Burns, relative to slight change of grade line on the Nigger Flat Section, which change you state in your letter results in additional up hill haul.

Wish to point out to you the fact that the grade change as made on the summit cut was a very minor one, the total change in the grade being 1.5 foot maximum. This change was necessary principally for the reason that overbreak to a large extent occurred in the cut immediately east of the summit cut. In this cut, which is almost entirely solid rock, the slopes have broken back in many instances to a one to one slope, which is uncalled for in solid rock excavation. It is estimated that at least 5000 yards overbreak resulted in this cut, whereas the grade change at the summit cut decreased quantities in that cut only 4000 cubic yards. The variation in haul, therefore, is principally attributed to a failure to hold slopes to neat lines.

For this reason I can not see any justification for any adjustment resulting from the grade change in the summit cut and such shall be my recommendations.

Very truly yours,

NOTED
State Highway Engineer

W. C. Williams

W. C. Williams
Division Engineer

WCW:MA

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. E. G. Bickmore

FORM 9-M-1 19759 500 1-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

F L P 42

March 18, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I enclose herewith copy of letter addressed to A. G. Bickmore by R. H. Shoemaker on behalf of the Morrison-Knudsen Company.

For your information, I wish to advise that the balancing of quantities of this job was prepared with an estimated swell of 25% on rock materials. These rock materials have actually, however, swelled to between 40% and 45 %, which necessitated some changing in the grade line in order that we would not have an excess of waste materials. These revisions naturally decreased the costs of the project to some extent.

Very truly yours,

WCWilliams

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.
cc Mr. R. H. Baldock

NOTED

#1551

N-LH-48

January 24, 1935

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1551 for the construction of the Stinkingwater Mountain Section of the Central Oregon Highway in Harney County has been completed the contractors, Morrison-Knudsen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 2, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $110,124.99 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

NFLH 4B

December 11, 1934

Mr. Clarence D. Porter, Manager
Fidelity & Deposit Co. of Maryland
Failing Building
Portland, Oregon

Dear Mr. Porter:

Responding to your letter of December 10, I am giving below the information requested by you in connection with State Highway Contract No. 1551 which was awarded to Morrison-Knudsen Company for grading work on the Stinkingwater Mountain Section of the Central Oregon Highway in Harney County.

Contract No. 1551 -	
Amount of Bond	$116,907.00
Amount of Contract	116,907.00

Surety --- Aetna Casualty & Surety Co.
Bond signed by K. V. Lively for Bates, Lively & Pearson on December 13, 1933

You will note that the bond furnished in connection with this contract was written by the Aetna Casualty and Surety Company which, perhaps, is the reason that your file is incomplete on this subject.

According to our records the Fidelity and Deposit Company of Maryland appeared as surety on the bond furnished by Morrison-Knudsen Company in connection with State Highway Contract No. 1665 covering grading work on the Migger Flat-Stinkingwater Mountain Section of the Central Oregon Highway. Following is the information concerning this contract which you requested on contract No. 1551:

Contract No. 1665	
Amount of Contract	$147,800.00
Amount of Bond	147,800.00

Surety --- Fidelity & Deposit Co. of Maryland
Bond signed by Clarence D. Porter as Agent on October 26, 1934

In view of the foregoing information, it would not be necessary for the Fidelity & Deposit Company to consent to the extension of time on Contract No. 1551.

Yours very truly,

HBG:MC

Secretary

DEP .TMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS

BURGLARY *and* PLATE GLASS INSURANCE

Failing Building

PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

DECEMBER TENTH,

1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Contract #1551-Morrison-Knudsen Company, Stinkingwater Mountain Section of the Central Oregon Highway.

It seems that our file is rather incomplete in connection with the above contract and if you will be good enough to advise me the penalty of our bond, the amount of the contract and the date the bond was executed and who signed it in behalf of this company, it will be appreciated. The purpose of securing this information is that we want to give our consent to the extension of time for the completion of the work.

Very truly yours,

Clarence D. Porter

Clarence D. Porter,
Manager.

CDP:DC

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

December 11, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U. S. Public Works Projects Nos. NRH 187-C and NRFL 4-D ____________, was made by a representative of this office on November 7, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Lon

FORM 9-H-1 10716 9-34

Commissioners
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

FLH 4D

La Grande, Oregon
November 19, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

Morrison-Knudsen have satisfactorily completed the grading of the Stinkingwater Mountain Section, Central Oregon Highway in Harney County, and the semi-final records have been submitted to your office.

Semi-final estimate shows the total cost of the project to be $115,355.66 whereas the project authorization was $128,377.70. Of the approximate $13,000 underrun about $6,500 was the saving in the engineering and contingency fund and the remainder was an underrun on contract quantities.

There was a very appreciable underrun in common excavation. The test pits showed considerable common materials in the project, but during actual construction the most of these materials were so mixed with rocky materials that it was necessary to allow considerable portion of solid rock excavation for sections which had been estimated to contain common.

There was less than 2% variation in solid rock materials, the final quantities being slightly under the estimated amounts. Due to a larger swell of the materials than had been anticipated, it was necessary to raise the grade line slightly in order to secure a balance of the materials and this raising of the grade line slightly reduced the required amount of excavation quantities.

Overhaul and truckhaul quantities showed practically no variation from the estimated amounts.

There was estimated for the project a total of 1160 feet of culvert pipe whereas 1038 feet were actually used. This decrease resulted from a slight change in the location of some of the culverts which permitted a slight decrease in length.

MAN, PORTLAND
BORNE, EUGENE
RICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Page 2. Semi Final Estimate Stinkingwater Mountain Section.

IN REPLY PLEASE
REFER TO FILE NO.

There was an overrun of 1358 yards of gravel topping. Due to the scarcity of materials with which to finish the roadbed, the grade was left a trifle low in a few spots and finished out with selected topping. The selected topping being practically as cheap as common excavation, it appeared desirable to use the gravel rather than the clay soil prevalent on the Stinkingwater Mountain for finishing purposes. The overrun of topping materials necessary increased the hauling of roadbed topping to a slight extent.

Yours very truly

WCWilliams

Division Engineer

WCW:BH

cc Mr. R. H. Baldock ✓

FORM 8-M-1 19718 800 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

La Grande, Oregon
November 19, 1934

IN REPLY PLEASE
REFER TO FILE NO.

NFL 4 C

RECEIVED
NOV 20 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

All work on the Stinkingwater Mountain Section of the Central Oregon Highway in Harney County, contract No. 1551, was satisfactorily completed by the Morrison-Knudsen Company on November 7, 1934. The semi-final estimate is enclosed herewith. In support of the semi-final estimate, the following records are being forwarded to you by express.

Construction profile.
100' scale map.
Mass diagram.
1 book earthwork computation sheets.
1 book platted sections.
5 books field notes.
11 material receipt books.
2 haul charts.

Yours very truly

W C Willi

Division Engineer

WCW:BH

cc Mr. R. H. Baldock

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

1870

For Week Ending Nov. 3, 1934

Section [illegible]

Kind of work Grading

Highway Central Oregon

Section prefix 13 PM 3

Contractor [illegible]

Contract number 1551

Date of contract Dec. 7, 1933

Date of completion Oct 31, 1934

Date work started Dec. [illegible], 1933

Estimated date of completion Nov. 6, 1934

Amount of contract $116,907.00

Per cent of time elapsed 101%

Estimated cost of completed project, exclusive of engineering $119,000.00

Per cent of contract completed, based on total contract price 99%

Engineering costs to date, $5150.00, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Approximately 750 c.y. of selected
[illegible] remains to be placed on
the project, which will complete
the [illegible]. Under favorable
conditions this material will be
placed by Tuesday evening.

RECEIVED
NOV 5 - 1934
OFFICE OF
[illegible] ENGINEER

Signed E. E. [illegible]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.71				
Miles partially completed	3.71				
Miles completed	3.71				
Total estimated quantities	135,160				
Estimated quantities moved or placed to date	135,160				
Average daily quantities	1522				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	1				
Hours per shift	5				
Average force on project for week	16				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Grant COUNTY	Baker COUNTY	Union COUNTY	Harney COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	7	2	5	6			16
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"	None	
Tuesday	Cloudy	"	
Wednesday	Fair		
Thursday			
Friday			
Saturday	Fair		

FORM 8-A-1 15743 15M 12-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

111-C

July 9, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Receipt of your letter and other records pertaining to the Stinkingwater Mountain Section of the Central Oregon Highway is acknowledged.

The revised grade and alignment from Station 150 to Station 275+80 is approved as submitted by you.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R.H. Baldock

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. USPW Ore. NRFL 4-D

POST OFFICE BUILDING
PORTLAND, OREG.

May 17, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encl.

Jron

Hwpr 19190

Form P. R. 2
State Oregon
U.S.Public Works Project No. NRFL-4, Section D.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 22nd day of October, 1932, a project statement, which was approved by the Secretary on the 9th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 21st day of November, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred twenty-six thousand, two hundred fifty-three and 86/100 dollars ($126,253.86) as the share of the United States payable under said act on account of Section D of said project, which is ~~[illegible]~~f the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State .... (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources - Funds to the extent of $126,253.86 will be made available under Section 205, Title II of the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933: (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 273+80 in the NE¼ of Section 34, T 21 S, R 34 E, W.M., and survey station 450+93 at the west end of NRH 167-C on the Section Line between Sections 13 and 14, T 21 S, R 34 E,

........................, length 3.309 miles, in Harney County, being Section D of Oregon U.S.Public Works project No. NRFL-4, consisting of 3.309 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~ known locally as the Stinkingwater Mountain Section of the Central Oregon Highway between official control points Burns and Drewsey.

ROADS
MAR

MAR 24 1934
ROADS

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of one hundred twenty-six thousand, two hundred fifty-three and 86/100 dollars ($ 126,253.86), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~xxxxx)~~ the approved total estimated cost of Section D of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the ~~legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931,
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 5 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl G Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

By
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRFL-4-D. State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 136,253.86 as the total estimated cost of said project, and the sum of $ 136,253.86 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ is the total estimated cost.

Done at the city of Washington, this 5 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

CMW

By
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

Ore. USPW NRH 187-C

May 17, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~[illegible]~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encl.

Jon

1

Hep 19152

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRH-187, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 10th day of October, 1932, a project statement, which was approved by the Secretary on the 8th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 31st day of November, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of

two thousand, three hundred forty-three and 83/100

dollars ($2,343.83) as the share of the United States payable under said act on account of Section C of said project, which ~~does not exceed the authorized Federal percentage of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 450+93 at the east end of F.L. 4-D and survey station 475+00 at the west end of Federal Aid Project 187-D, all in the NW¼ of Section 13, T 21 S, R 43 E, W.M.,

, length 0.455 of a mile~~s~~, in Harney County, being Section C of Oregon U.S.Public Works project No. NRH-187, consisting of 0.455 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~. known locally as the Stinkingwater Mountain Section of the Central Oregon Highway between official control points Burns and Drewsey.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of two thousand, three hundred forty-three and 83/100 dollars ($ 2,343.83), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is xxxxxx), the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By

Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Public Works** Project No. **NRH-187-C.** State of **Oregon**

SECOND. That in accordance with said provisions I have approved the sum of $ **2,343.83** as the total estimated cost of said project, and the sum of $ **2,343.83** as the share of the United States, payable under said acts on account of such project, which **is the** ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 5 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~[illegible]~~

By
Chief, Bureau of Public Roads

1931 8—4829

January 17, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your recent letter, we are today sending one original tracing of a 400' scale map showing the original alignment for the Stinkingwater Mountain Section, Projects No. FLH-4-D and NRH-167-C and, likewise, one original tracing of a 400' scale map showing line revisions which were made subsequent to the completion of the first map. The government-owned lands traversed by the highway is shown on the maps, and a certification regarding the government-owned lands has been made on each by the Register of the Local Land Office at The Dalles.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

January 4, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Stinkingwater Mountain Section, Project No. NRH 187-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-187-C

STINKINGWATER MOUNTAIN SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 28, 1933

Grading (Sta. A50+93 to A75+00)

All Required		Clearing and Grubbing		$ 241.76
3,000	cu. yds.	Common Excavation	$0.45	1,350.00
2,200	yd. stas.	Overhaul	0.02	44.00
300	yd. mi.	Truck Haul	0.22	66.00
44	lin. ft.	18" Corrugated Iron Pipe	3.00	132.00
450	cu. yds.	Selected Roadbed Topping	0.30	135.00
900	yd. mi.	Hauling Topping Materials	0.18	162.00
			Sub-total	$2,130.76
			10% Engr. & Cont.	213.07
			Total	$2,343.83

Length	0.455 mile
Cost per mile	$5,151.27

National Recovery Highway Funds Requested................. $2,343.83

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Stinkingwater Mountain Section, Project No. NRH-187-C.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

8

Oregon State Highway Department

National Recovery Highway
Project No. NRH-187-C

STINKINGWATER MOUNTAIN SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

~~(Estimate with plans. Not as basis for project agreement.)~~
(Estimate as basis for project agreement [illegible] bid prices)

Salem, Oregon, ~~November 18~~ Dec, 1933

Grading (Sta. 450+95 to 475+00)

All Required		Clearing and Grubbing			$ ~~50.00~~	241.16
3,000	cu. yds.	Common Excavation	$ ~~0.25~~	.45	~~750.00~~	1350.00
2,200	yd. sta.	Overhaul	~~0.02~~	.02	~~44.00~~	44.00
300	yd. mi.	Truck Haul	~~0.20~~	.22	~~60.00~~	66.00
44	lin. ft.	18" Corr. Iron Pipe	~~2.50~~	3.00	~~110.00~~	132.00
450	cu. yds.	Selected Roadbed Topping	~~0.40~~	.30	~~180.00~~	135.00
900	yd. mi.	Hauling Topping Materials	~~0.20~~	.18	~~180.00~~	162.00
			Sub-total		$ ~~1,374.00~~	2,130.76
			10% Engr. & Cont.		~~137.40~~	213.07
			Total		$ ~~1,511.40~~	2,343.83

Length 0.455 mile

Cost per mile ~~$ 3,321.75~~
5,151.27

National Recovery Highway Funds Requested. . . . . ~~$ 1,511.40~~
2,343.83

State Funds per [illegible] chap 173 laws 1917 chap 31 laws 19[illegible]
[illegible] maintenance [illegible]

January 4, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Stinkingwater Mountain Section, Project No. FLH 4-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. 4-D

STINKINGWATER MOUNTAIN SECTION
OF THE CENTRAL OREGON HIGHWAY IN
HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 28, 1933

Roadwork (Sta. 273+80 to 450+93)

All Required		Clearing and Grubbing		$1,758.24
23,500	cu. yds.	Common Excavation	$0.45	10,575.00
127,400	" "	Solid Rock Excavation	0.68	86,632.00
207,300	yd. sta.	Overhaul	0.02	4,146.00
19,000	yd. mi.	Truck Haul	0.22	4,180.00
230	lin. ft.	18" Concrete Pipe	3.50	805.00
186	" "	18" Corr. Iron Pipe	3.00	558.00
350	" "	24" Concrete Pipe	4.50	1,575.00
350	" "	24" Corrugated Iron Pipe	4.00	1,400.00
3,350	cu. yds.	Selected Roadbed Topping	0.30	1,005.00
11,900	yd. mi.	Hauling Roadbed Topping	0.18	2,142.00
		Sub-total		$114,776.24
		10% Engr. & Cont.		11,477.62
		Total		$126,253.86

Length 3.309 miles

Cost per mile $38,154.68

Federal Lands Highway Funds Requested........................ $126,253.86

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

187-C

January 4, 1934

Lybrand, Ross Bros. & Montgomery
c/o R. H. Stearns
Owyhee Hotel
Boise, Idaho

Gentlemen:

We have been requested by Morrison-Knudsen Company, general contractors, Boise, to advise you relative to a certain deposit check in the sum of $6,500.00 which accompanied their bid for the construction of the Stinkingwater Mountain Section of the Central Oregon Highway in Harney County.

This contract was awarded to Morrison-Knudsen Company on December 7, 1933, and the execution of the contract has been completed.

On December 26 we returned to Morrison-Knudsen Company the above-mentioned check, but inadvertently directed the letter to Portland, Oregon, instead of Boise. Immediately upon receipt of information from Morrison-Knudsen Company that they had not received their check we instituted search and located the letter in Portland. I have today received a communication from Mr. Jones, Postmaster of Portland, to the effect that he located this letter and has forwarded it to the contractors in conformance with your request. The check should be in their hands today.

I trust that this will satisfy the request of Morrison-Knudsen Company contained in their letter of January 2, just received.

Very truly yours

Secretary

HBG:AJ

cc Morrison-Knudsen Co.
319 Broadway

Morrison-Knudsen Company

GENERAL CONTRACTORS

M. H. KNUDSEN, PRES.
H. W. MORRISON, VICE PRES.
C. R. SHINN, GENL. SUPT.
C. W. JOSLYN, SECY.-TREAS.

EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

OLD NATL. BANK BLDG.
SPOKANE
CONTINENTAL BANK BLDG.
SALT LAKE CITY

January 2, 1934.

State Highway Commission,

Salem, Oregon.

Dear Sirs:

Our auditors, Messrs. Lybrand, Ross Bros. & Montgomery, are now engaged in their regular examination of our accounts. In connection therewith they wish to have you confirm directly to them the amount of our deposit on a bid which you held at December 31, 1933.

According to our records you held a $6500.00 check as the deposit accompanying our bid for highway construction on Stinkingwater Mountain Section, Harney County. You advised this was mailed us at Portland Oregon, on Dec 26th.

If the following was correct, kindly sign this letter in the space provided below and mail it to

Lybrand, Ross Bros. & Montgomery, c/o R. M. Stearns,
Owyhee Hotel, Boise, Idaho.

In the event the foregoing was not in agreement with your records will you please advise the auditors of the facts regarding our bid deposit as shown by your records.

Inclosed is a stamped addressed envelope for your reply.

Yours very truly,
MORRISON-KNUDSEN COMPANY

CWJ/mc.

By C W Joslyn

The above mentioned bid deposit was held for the account of Morrison-Knudsen Company, at December 31, 1933.

______________________signature

______________________ Date

January 4, 1934

Morrison-Knudsen Company
319 Broadway
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that I have received today from Mr. John M. Jones, Portland Postmaster, regarding our registered letter returning to you bid deposit on the Stinkingwater Mountain Section project.

I trust that you have received the check by this time.

Very truly yours

Secretary

HBG:AJ

January 4, 1934

Mr. John M. Jones, Postmaster
United States Post Office
Portland, Oregon

Attention of Superintendent of Mails

Dear Sir:

I thank you kindly for your letter of January 3 advising that you have forwarded to Boise, Idaho, the letter directed to Morrison-Knudsen Company.

Your courtesy in this regard is very much appreciated.

Very truly yours

Secretary

HEG:AJ

DIVISION OF MAILS

United States Post Office

PORTLAND, OREGON

FIRST CLASS

January 3, 1934.

RECEIVED
JAN [illegible]
OREGON
[illegible]

Oregon State Highway Commission,

Salem, Oregon.

ATTENTION H. B. GLAISYER SECRETARY.

My dear Sir:

I wish to acknowledge receipt of your letter of December 30th and in reply I desire to say that registered letter No. 4554, mailed at Salem on Dec. 26th, to -

Morrison-Knudsen Company,
319 Broadway,
Portland, Oregon

was forwarded to Boise, Idaho, yesterday in compliance with your instructions.

Sincerely yours,

JOHN M. JONES, Postmaster

[illegible] Mails

ASB:E.

January 3, 1934

Postmaster
Portland
Oregon

Dear Sir:

On December 30 we wrote you requesting that registered letter directed to

Morrison-Knudsen Company
319 Broadway
Portland, Oregon

be forwarded to its correct address — Boise, Idaho.

We have received no word from you as to whether or not the missing letter has been found and forwarded. Therefore, we would appreciate your advising us relative thereto. Might state that the letter in question contained a check in the sum of $6,000; consequently, it is of considerable importance to us.

Thanking you for your cooperation, I am

Very truly yours

Secretary

HBG:AJ

December 30, 1933

Morrison-Knudsen Company
319 Broadway
Boise, Idaho

Gentlemen:

Reference is made to your telegram stating that you have not yet received your bid deposit check which you submitted in connection with the Stinkingwater Section project.

We have checked our records and find that it was mailed to you on December 26; however, the letter was inadvertently addressed to you at Portland, Oregon. We are today writing the postmaster and you should, therefore, have your check within the next few days.

We are very sorry that this error occurred.

Very truly yours

Secretary

AJ

December 30, 1933

Postmaster
Portland
Oregon

Dear Sir:

On December 26, 1933 we sent a letter by registered mail to

Morrison-Knudsen Company
319 Broadway
Portland, Oregon

The address should have been given as "Boise, Idaho" instead of Portland and you, no doubt, have been unable to deliver the letter.

We would very much appreciate it if you would correct the address, and forward the letter to Boise, as the addressee is very anxious to receive it.

Thanking you in advance for this favor, I am

Very truly yours

Secretary

AJ

BY DIRECT WIRE FROM

1220S

ASS OF SERVICE

This is a full-rate
Telegram or Cable-
gram unless its de-
ferred character is in-
dicated by a suitable
sign above or preced-
ing the address.

WESTERN UNION

(12)

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

PR17 13=WUX BOISE IDA 30 958A

1933 DEC 30 AM 9 21

OREGON STATE HIGHWAY COMMISSION=
SALEM ORG=

CONTRACT FOR STINKINGWATER SECTION RECEIVED STOP HAS OUR BID DEPOSIT CHECK BEEN RETURNED=

MORRISON KNUDSEN COMPANY.

1-2 26

The sender of this message
like many other large telegraph users
has a direct wire to Western Union
When wiring him
Use WESTERN UNION for
SPEEDY HANDLING
4170

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

Secretary

HBG:
jn

187C

December 26, 1933

Morrison-Knudsen Company
319 Broadway
Boise, Idaho

Gentlemen:

We are today forwarding by express for your records and files an executed copy of the contract awarded to you by the State Highway Commission for the grading of the Stinkingwater Mountain Section of the Central Oregon Highway in Harney County.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:
jn

187C

December 13, 1933

Morrison-Knudsen Co.
319 Broadway
Boise, Idaho

Gentlemen:

For use in connection with the Stinkingwater Mountain Grading Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

Subsequent to the award of the contract, the National Reemployment Service has opened an employment office at Burns, Oregon. The applications for labor lists to which reference is made in these instructions should, therefore, be addressed to the National Reemployment Office, Burns, Oregon, instead of the employment office named in the Special Provisions. A supply of the forms on which to make the application is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. C. Williams
cc Mr. E. C. Bickmore

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._______

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon NRFL 4-D, the Stinkingwater Mountain section of the Central Oregon Highway, to Morrison-Knudsen Co., Boise, Idaho, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRH 187-C, the Stinkingwater Mountain section of the Central Oregon Highway, to Morrison-Knudsen Co., Boise, Idaho, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
DEC 6 1933

RECEIVED
DEC 6 1933

December 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The adopted location of Federal Lands projects 4-C and 4-D, and the intervening sections which are Federal Aid project 187, differs substantially from the location shown on the project statement sketch map. In such cases, it is necessary that revised sketch maps be furnished to the Washington Office in triplicate. Will you therefore kindly submit four copies of revised sketch maps for the two projects mentioned.

Your letter of September 14, 1933, gives certain advice concerning the tracings showing the rights of way and land status. The instructions in General Land Office Circular 1310 (copies of which have been furnished you by that governmental agency) require that one of the tracings be returned to the State Highway Department and submitted through this Bureau to the Secretary of Agriculture for action, in accordance with provisions of Section 17 of the Federal Highway Act. Also, we have no evidence that the right of way has been approved by the Interior Department. This matter should be cleared up so that there will be no delay in securing ultimate approval.

Very truly yours,

H G Smith

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

November 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and preliminary estimate for Oregon USPW project No. NRFLH 4-D, the Stinkingwater Mt. section of the Central Oregon Highway, have today been recommended for approval. This is your authority to advertise.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

November 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S.Public Works project NRH 187-C, the Stinkingwater Mountain section of the Central Oregon Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Stinkingwater Mountain Federal Lands Highway Project No. 4-D.

Under separate cover, we are sending five bid proposals, five sets of blueprint plans and two blue line prints of a 2000' scale map showing ownership of the lands traversed. This map is not complete in itself but, due to revisions in alignment, is submitted to supplement the copies sent to you with the P. S. & E. papers for project No. FLH-4-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. 4-D

STINKINGWATER MOUNTAIN SECTION
OF THE CENTRAL OREGON HIGHWAY III
HARNEY COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

D.
Salem, Oregon, ~~Nov. 18,~~ 1933

Roadwork (Sta. 273+80 to 450+93)

All Required		Clearing and Grubbing			$ 350.00	1,758.24
23,500	cu. yds.	Common Excavation	$ 0.25	.45	5,875.00	10,575.00
127,400	" "	Solid Rock Excavation	0.83	.68	105,742.00	86,632.00
207,300	yd. sta.	Overhaul	0.02	0.02	4,146.00	4,146.00
19,000	yd. mi.	Truck Haul	0.20	0.22	3,800.00	4,180.00
230	lin. ft.	18" Concrete Pipe	2.50	3.50	575.00	805.00
186	" "	18" Corr. Iron Pipe	2.50	3.00	465.00	558.00
350	" "	24" Concrete Pipe	3.50	4.50	1,225.00	1,575.00
350	" "	24" Corr. Iron Pipe	3.50	4.00	1,225.00	1,400.00
3,350	cu. yds.	Selected Roadbed Topping	0.40	0.30	1,340.00	1,005.00
11,900	yd. mi.	Hauling Roadbed Topping	0.20	0.18	2,380.00	2,142.00
		Sub-total			$ 127,123.00	114,776.24
		10% Engr. & Cont.			12,712.30	11,477.62
		Total			$ 139,835.30	126,253.86

Length	3.309 miles
Cost per mile	~~$ 42,259.00~~ 38,154.68

Federal Lands Highway Funds Requested. . . . . ~~$ 139,835.30~~
126,253.86

State fund [illegible]
maintenance [illegible]

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Stinkingwater Mountain Project (NRFL 4-D and NRH 187-C).

This clause requires the contractor to start the work immediately and to prosecute it vigorously through the winter months and until completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

CONTRACT#1552,

NRM 190-B North Ashland Municipal 1933
Project

1552

FORM 9 A-1 19749 10M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP - 1934
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

August 2[illegible], 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: [illegible]

Please refer to your letter of August 25 regarding under runs and over runs on Federal Aid Jobs. We are attaching hereto explanation for the over and under runs on the North Ashland section having contract No. 1582 N. F. P. [illegible]-E.

Very truly yours,

E. A. Collier
Division Engineer

C. D. Quinn
Office Engineer

CDC:AF

c.c. Mr. Baldock

#1552

190-B

June 16, 1934

Hartford Accident & Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1552 for the construction of the North Ashland Section of the Pacific Highway in Jackson County has been completed by the contractors, The United Contracting Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 26, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $19,070.97 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

15-2

June 12, 1954

Hon. Thornton S. Wiley, Mayor
City of Ashland
Ashland, Oregon

Dear Sir:

Thank you for your kind letter of June 11 expressing your appreciation of the pavement work just completed by this Commission at the north city limits of your City.

I shall be pleased to see that your letter is brought to the attention of the State Highway Commission and the State Highway Engineer at the earliest opportunity. Am sure that the Commission will be pleased to receive your expression and to know that you are satisfied with the improvement. It is nice to receive complimentary letters, such as yours; they take the "sting" out of some of the other kind.

Very truly yours,

Secretary

HBG:AJ

plewhite
T. Bergner
W. E. Blake
G. W. Gregg
F. A. Tayler
G. H. Wenner

CITY OF ASHLAND
Jackson County, Oregon
Member
LEAGUE OF OREGON CITIES
MUNICIPAL FINANCE OFFICERS' ASSOCIATION
OF THE UNITED STATES AND CANADA
THORNTON S. WILEY, Mayor

J. Q. Adams,
City Recorder
F. J. Van Dyke,
City Attorney
G. G. Eubanks,
City Treasurer
C. P. Talent,
Chief of Police

June 11, 1934

State Highway Commission
Salem, Oregon

Gentlemen:

We very much appreciate the splendid piece of pavement just completed in the City of Ashland on North Main Street. The City Engineer certifies that the contract was completed according to plans and specifications.

Very truly yours,

Thornton S Wiley
Thornton S. Wiley Mayor

4 copies made

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 31, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to intermediate voucher for Oregon U. S. Public Works project No. NRM 190-B, covering period from April 16, 1934, to May 15, 1934, submitted in amount of $6,372.42.

An error occurs in the addition of the extensions of items on the 20-ft. asphaltic concrete pavement. Your addition is given as $7,970.42. The correct addition is $7,907.42.

As the error is small, the voucher is being recommended for payment in the amount submitted.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Ion

Form 338—5M—2-34

ORE[illegible]N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 26, 1934

Section North Ashland

Kind of work Paving

Highway Pacific

Section prefix 15 P L

Contractor United Contracting Co.

Contract number 1552 N R M 190 B

Date of contract Dec 7, 1933

Date of completion June 30, 1934

Date work started Feb 19, 1934

Actual date of completion May 26, 1934

Amount of contract $ 20160.

Per cent of time elapsed 83 %

Estimated cost of completed project, exclusive of engineering $ 19120.

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 800., 4.2 %

Date project was completed May 26, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor paving xxxxxxx, working 2 five hr shifts per day, and completed paving Thur, May 24, and completed the shoulder work Saturday, May 26.

Total time of plant operation on this job was 87 hrs 32 min.

Total tonage - 1672. Average 19 tons per hr.

P P Whitmore

Signed P. P. Whitmore, Res. Engineer.

Address Ashland, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.6				0.6
Miles partially completed					
Miles completed	0.6				0.6
Total estimated quantities	1900				1815 tons
Estimated quantities moved or placed to date	1900				1672 "
Average daily quantities					190" 2
Average daily quantities necessary to complete project on time					
Number shifts per day					2
Hours per shift					5
Average force on project for week					67

Percentages of men employed on contract to be secured from:

Jackson County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	Jackson COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	NUMBER USED AND SECURED FROM						
Men	44					5	49
Men and teams	4						4
Men and trucks under 3 tons	6						6
Men and trucks over 3 tons	2						2
paving plant opr's	4						4
Men and tractors							
Roller opr's	2						2
	62					5	67

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers 1, Crushing or screening plants 1,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., [illegible] ...., ..., ...

		WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	20	Fair		
Monday	21	"		
Tuesday	22	"		
Wednesday	23	"		
Thursday	24	Cloudy		
Friday	25	Showers		
Saturday	26	"		

RECEIVED
MAY 28 1934
CONST

190-B

X

May 22, 1934

15-2

Hon. T. S. Wiley, Mayor
Ashland
Oregon

Dear Sir:

Further reference is made to your letter of April 27, 1934 with regards to the improvement of the strips along the Pacific Highway at the northerly limits of your City.

This matter was discussed by the Commission at its last meeting and the Commission found it necessary to decline your request for reasons stated to you previously by Mr. Baldock, State Highway Engineer, which was to the effect that there are no funds available for such improvement at the present time.

Very truly yours,

Secretary

HBG:AJ

April 30, 1934

T. S. Wiley, Mayor
City of Ashland
Ashland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of April 27 in which the State Highway Commission is urged to pave the unpaved strip between the present constructed highway and the concrete curb in the northerly section of your city.

I shall be pleased to see that your letter has the attention of the State Highway Commission at its next regular meeting.

Very truly yours

Secretary

HBG:jn

Bergner
W. E. Blake
G. W. Gregg
F. A. Tayler
G. H. Wenner

CITY OF ASHLAND

Jackson County, Oregon

Member
LEAGUE OF OREGON CITIES
MUNICIPAL FINANCE OFFICERS' ASSOCIATION
OF THE UNITED STATES AND CANADA

THORNTON S. WILEY, Mayor

J. Q. Adams,
City Recorder
F. J. Van Dyke,
City Attorney
G. G. Eubanks,
City Treasurer
C. P. Talent,
Chief of Police

April 27
19 34

State Highway Commission:
Leslie M. Scott, Chairman
E. B. Aldrich
Carl G. Washburne
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Gentlemen:

We wish to express our appreciation for the splendid cooperation heretofore given the City of Ashland by the State Highway Commission in our relations with them.

We are now faced, however, with the problem of having a strip of highway some 900 feet long and about six feet wide which should be paved. This strip is at the northerly limits of the City of Ashland and lies between your new proposed highway and our curbing, which has already been laid. If this strip is left unpaved, the attractiveness of the highway approach to our City will be materially lessened.

Your Mr. Whitmore tells us that as this strip is at the outer edge of the highway, it will not require the same thickness of cement demanded by the center portions, and hence the expense should not exceed the sum of $500.00. We feel that if this work is done when the other highway is completed, the whole project will be a much nicer one.

It is our understanding that the amount of money appropriated by the Federal Government for this work was in excess of the sum used. Perhaps we are mistaken in this belief, but at any rate we strongly urge that the State Highway Commission do this work, as we feel that they can do it much easier and at less expense at this time, while the contractors are on the job, and then the project would be fully and satisfactorily completed.

Your cooperation in securing this additional paving will be most greatly appreciated.

Very truly yours

T. S. Wiley

T. S. Wiley, Mayor

PORTLAND
BORNE, EUGENE
RICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 5, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Hon. T. H. Wiley,
Mayor,
Ashland, Oregon.

Dear Sir:

Receipt of your letter of April 27th, addressed to the State Highway Commission, re situation in North Ashland, is acknowledged herewith.

We wish to advise that the amount of money possible to appropriate for the North Ashland project was appropriated, and there are no other funds available.

The six foot shoulders on each side of the pavement which you mention were designed for the purpose of parking only and we feel that this will result in a street adequate for the purpose intended. It may be possible however to oil the shoulders at some future time.

There has been a great deal of time and study given to this project, endeavoring to make the most out of the funds available, and as the contract has now been let it is impractical to make any further changes in the plans.

Yours very truly,

RHBaldock

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to

Leslie M. Scott
Carl G. Washburne
E. B. Aldrich
H. B. Glaisyer
H. G. Smith

May 3, 1934.

Hon. T. S. Wiley,
Mayor,
Ashland, Oregon.

Dear Sir:

Receipt of your letter of April 27th, addressed to the State Highway Commission, re situation in North Ashland, is acknowledged herewith.

We wish to advise that the amount of money possible to appropriate for the North Ashland project was appropriated, and there are no other funds available.

The six foot shoulders on each side of the pavement which you mention were designed for the purpose of parking only and we feel that this will result in a street adequate for the purpose intended. It may be possible however to oil the shoulders at some future time.

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Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to

Leslie M. Scott
Carl G. Washburne
E. B. Aldrich
H. B. Glaisyer
H. G. Smith

Bergner
W. E. Blake
G. W. Gregg
F. A. Tayler
G. H. Wenner

CITY OF ASHLAND

Jackson County, Oregon

Member
LEAGUE OF OREGON CITIES
MUNICIPAL FINANCE OFFICERS' ASSOCIATION
OF THE UNITED STATES AND CANADA

THORNTON S. WILEY, Mayor

J. Q. Adams,
City Recorder
F. J. Van Dyke,
City Attorney
G. G. Eubanks,
City Treasurer
C. P. Talent,
Chief of Police

April 27
19 34

REFERRED TO
H G Smith

Give me a
report on this
for Mr. Scott

State Highway Commission:
Leslie M. Scott, Chairman
E. B. Aldrich
Carl G. Washburne
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Gentlemen:

We wish to express our appreciation for the splendid cooperation heretofore given the City of Ashland by the State Highway Commission in our relations with them.

We are now faced, however, with the problem of having a strip of highway some 900 feet long and about six feet wide which should be paved. This strip is at the northerly limits of the City of Ashland and lies between your new proposed highway and our curbing, which has already been laid. If this strip is left unpaved, the attractiveness of the highway approach to our City will be materially lessened.

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Your cooperation in securing this additional paving will be most greatly appreciated.

Very truly yours

T. S. Wiley

T. S. Wiley, Mayor

RECEIVED
MAY 5 - 1934

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USPW NRM 190-B

April 12, 1934

[illegible]

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

[illegible]

A4pr 18473

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-190, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 22nd day of March, 1934

by and between **the Oregon State Highway Commission**, constituting

for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:**

Whereas the Highway Department of said State submitted on the **9th** day of **November**, 19**33**, a project statement, which was approved by the Secretary on the **17th** day of **December**, 19**33**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **B** of said project which were recommended for approval by the United States District Engineer on the **20th** day of **November**, 19**33**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **twenty-two thousand, one hundred seventy-five and 99/100** dollars ($**22,175.99**) as the share of the United States payable under said act on account of Section **B** of said project, which **is** ~~does not exceed the authorized Federal percentage of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+50 the south end of F.A.P. 157-B within the city of Ashland near Scofield Street and survey station 33+00 at the intersection of Main and Nursery Streets in the city of Ashland, length 0.615 of a mile~~s~~, in Jackson County, being Section B of Oregon U.S.Public Works project No. NRM-190, consisting of 0.615 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~ known locally as the North Ashland Section of the Pacific Highway between official control points the California State Line near Hilt and Ashland.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ......B.. of said project shall not in any event exceed the sum of ....twenty-two thousand, one hundred seventy-five and 99/100.................. dollars ($..22,175.99.......), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ....

....

~~dollars ($~~ ----is---- ~~)~~ the approved total estimated cost of Section ---B---- of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ....

......................................the State Treasurer......................................
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of.......Oregon..
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed ~~the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will ~~maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ ....
(Include reference to statute authorizing funds and probable amount annually available)

STRICKEN OUT

---Article VI. Maintenance of the project will be by the City of Ashland in accordance with its agreement of December 7, 1933 with the Highway Department.

....

....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Aldrich

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
S~~ecretary of Agriculture~~

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
Actin Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRM-190-B.

State of Oregon

Second. That in accordance with said provisions I have approved the sum of $22,175.99 as the total estimated cost of said project, and the sum of $ 22,175.99 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is the ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By P. St. J. Wilson
ing Chief, Bureau of Public Roads

1112

January 27, 1934.

Southern Pacific Company
Portland, Oregon

Attention: Mr. Alfred A. Hampson

Gentlemen:

In reference to your communication of January 12, quoting from a communication under date of January 9 from Mr. W. H. Kirkbride, with reference to the proposed grade separation crossing north of Ashland, we fail to see any particular point in Mr. Kirkbride's suggestion. It would appear that the procedure outlined is almost in accordance with your original program. In the interests of the motoring public and for the sake of relieving unemployment immediately we will agree to the conditions set forth by Mr. Kirkbride.

In this connection, however, wish to point out that we have been waiting for two months for some word from you with reference to the plans for this structure which were submitted to you under date of November 25. If you are not able to give this your immediate attention we are fearful that this project may have to be eliminated from the N. R. A. program. You, of course, realize that the National Recovery Projects are primarily for the purpose of relieving unemployment. In this case it will be necessary to build the structure at state and railroad expense in accordance with the state statutes.

Please advise when we may expect the return of the plans so that we can proceed with the advertisement at once. We would also appreciate estimates of cost of that portion of the work to be done by your company as outlined by Mr. Kirkbride.

Very truly,

RHB:MC

State Highway Engineer

cc - C.B. McCullough

January 15, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the North Ashland Section, Project No. NRM-190-B.

The specifications for this project provide for a reduction of the amount of work and for the reason that the low bid received exceeded the programmed amount, the work proposed to be done has been decreased by reducing the length of 36' pavement and a corresponding increase in the length of 20' pavement.

The plans have been changed to conform with this procedure and we are, accordingly, sending under separate cover five blueprint copies of the revised plans.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Highway Project No. NRM 190-B

NORTH ASHLAND SECTION OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 15, 1934

20 ft. Asphaltic Concrete Pavement (Sta. 6+30 to 29+35.7)

800	cu. yds.	Common Excavation	$0.60	$ 480.00
1,100	" "	Solid Rock Excavation	1.25	1,375.00
100	yd. stas.	Overhaul	0.05	5.00
1,400	yd. mi.	Truck Haul	0.22	308.00
1,000	lin. ft.	6" Porous Drain Tile	0.40	400.00
650	cu. yds.	Lower Course Sub-base & Shoulders	2.00	1,300.00
300	" "	Top " " " "	2.00	600.00
25	" "	3/4" - 0" Screenings	2.35	58.75
80	" "	Filler	0.55	44.00
80	yd. mi.	Hauling Filler	0.25	20.00
520	tons	Class "A" Asphaltic Concrete	7.70	4,004.00
640	"	" "C" " "	7.80	4,992.00
340	"	" "E" " "	7.90	2,686.00
5,900	sq. yds.	Surface Finish Coat	0.07	413.00
		Sub-total		$16,685.75
		10% Engr. & Cont.		1,668.57
		Total		$18,354.32

Length of Roadwork (20' Pavement) 0.546 mile
Cost per mile $33,615.97

36 ft. Asphaltic Concrete Pavement (Sta. 29+35.7 to 33+00)

75	yd. mi.	Truck Haul	$0.22	$ 16.50
200	sq. yds.	Concrete Sidewalk	2.25	450.00
300	lin. ft.	Concrete Curb	0.70	210.00
20	sq. yds.	Concrete Driveway Aprons	2.50	50.00
60	cu. yds.	Lower Course Sub-base and Shoulders	2.00	120.00
30	" "	Top " " " "	2.00	60.00
5	" "	3/4" - 0" Screenings	2.35	11.75
10	" "	Filler	0.55	5.50
10	yd. mi.	Hauling Filler	0.25	2.50
130	tons	Class "A" Asphaltic Concrete	7.70	1,001.00
160	"	" "C" " "	7.80	1,248.00
25	"	" "E" " "	7.90	197.50
1,450	sq. yds.	Surface Finish Coat	0.07	101.50
		Sub-total		$ 3,474.25
		10% Engr. & Cont.		347.42
		Total		$ 3,821.67

Length of Roadwork (36' Pavement) 0.069 mile
Cost per mile $55,386.52

National Recovery Municipal Highway Funds Requested:

20 ft. Pavement	$ 18,354.32
36 ft. "	3,821.67
	$ 22,175.99

State Funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1920
Funds for Maintenance: See Resolution of November 28, 1933 passed by Co.

190-B

January 2, 1934

The United Contracting Co.
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

We are today forwarding by express an executed copy of Contract No. 1552 awarded by the State Highway Commission for asphaltic concrete pavement construction on the North Ashland Section of the Pacific Highway in Jackson County. This is for your records and files.

Yours very truly,
State Highway Commission

Secretary

JM
jn

190-B

December 14, 1933

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

For use in connection with the North Ashland Paving Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, City Hall, Medford, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. E. A. Collier
cc Mr. P. P. Whitmore

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRM 190-B, the North Ashland section of the Pacific Highway, to the United Contracting Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

November 20, 1933

[illegible] 22 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRM 190-B, the North Ashland section of the Pacific Highway, ~~have today~~ been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirements clause which we propose to include in the contract for the North Ashland Project (NRM 190-B).

As this project includes very little, if any, work that can be performed prior to time when weather conditions will permit the placing of asphaltic concrete, without creating a hazard to Pacific Highway traffic, we cannot require the contractor to start work immediately and to carry on the work continuously during the winter months. If we have an especially early spring, it may be possible to place asphaltic concrete in that part of the State shortly after February 1st, but certainly not any earlier.

The provision we are using for this project will give us sufficient control to secure the commencement of the work at the earliest time practicable.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

November 13, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Ashland Section, Project No. NRM 190-B.

Five blueprint sets of plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department

National Recovery Municipal
Highway Project No. NRM-190-B

NORTH ASHLAND SECTION OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany paving plans. Not as basis for project agreement.)

Salem, Oregon, November 13, 1933

Sta. 0+50 to Sta. ~~31+50~~ 29+35.7 (20 ft. Asphaltic Concrete Pavement)

	550	cu. yds.	Common Excavation	$ 0.50	$ 275.00
	1,100	" "	Solid Rock Excavation	1.00	1,100.00
	100	yd. stas.	Overhaul	0.05	5.00
	1,400	yd. mi.	Truck Haul	0.15	210.00
	1,000	lin. ft.	6" Porous Drain Tile	0.40	400.00
	510	cu. yds.	Lower Course Sub-base and Shoulders	1.50	765.00
	220	" "	Top " " " "	1.50	330.00
	20	" "	3/4" - 0" Screenings	1.50	30.00
	70	" "	Filler	0.50	35.00
	70	yd. mi.	Hauling Filler	0.15	10.50
520	410	tons	Class "A" Asphaltic Concrete	7.00	2,870.00
6	390	"	" "C" " "	6.50	2,535.00
	250	"	" "B" " "	7.50	1,875.00
	4,800	sq. yds.	Surface Finish	0.05	240.00
				Sub-total	$ 10,680.50
				10% Engr. & Cont.	1,068.05
				Total	$ 11,748.55

Length of Roadwork (20' Pavement) ~~0.397~~ 5-6 mile
Cost per mile $ 29,593.38

Sta. ~~31+50~~ 29+35.7 to Sta. 33+00 (36 ft. Asphaltic Concrete Pavement)

130	350	cu. yds.	Common Excavation	$ 0.50	$ 175.00
75	~~500~~	yd. ~~sta.~~ mi.	~~Overhaul~~ Truck Haul	0.05	25.00
	200	sq. yds.	Concrete Sidewalk	1.50	300.00
	300	lin. ft.	Concrete Curb	0.70	210.00
	20	sq. yds.	Concrete Driveway Aprons	2.50	50.00
60	240	cu. yds.	Lower Course Sub-base and Shoulders	1.50	360.00
30	130	" "	Top " " " "	1.50	195.00
5	10	" "	3/4" - 0" Screenings	1.50	15.00
10	30	" "	Filler	0.50	15.00
10	30	yd. mile	Hauling Filler	0.15	4.50
130	410	tons	Class "A" Asphaltic Concrete	7.00	2,870.00
16	640	"	" "C" " "	6.50	4,160.00
25	120	"	" "B" " "	7.50	900.00
1450	4,700	sq. yds.	Surface Finish	0.05	235.00

7

Sub-total	$ 9,514.50
10% Engr. & Cont.	951.45
Total	$ 10,465.95

Length of Roadwork (36' Pavement) 0.~~218~~ .069 mile
Cost per mile $ 48,008.94

National Recovery Municipal Highway Funds Requested:

20 ft. Pavement	$ 11,748.55
36 ft. Pavement	10,465.95
	$ 22,214.50

FORM 8-A-1 ... 7500 8-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 25 1933
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO
190-B

Roseburg, Ore.
Sept. 23, 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION; R. G. SMITH

NOTED
State Highway Engineer

Dear Sir:

Under separate cover we are sending you today by express the following information for the North Main Street in Ashland Section of the Pacific Highway Widening Pavement and Resurfacing, HRM.

Detail map, scale 1 inch equals 100 feet.
2 rolls of cross-sections.
1 Detail 5 line profile on distorted scale.
1 Standard profile.
1 Pad computation sheets showing calculation of quantities.

Attached hereto you will find Special Provisions and Engineers Estimate for this job.

Whitmore planned to widen the cut on the west side between stations 2 and 10, which involvs a cost of about $1000. In order to keep the project within the $15,000. I eliminated this grading. It can be done later by city forces or State and should be done some time to give us standard width grade. There is one springy place on the west side of the present black pavement, which should be drained with tile and I fear that others may develop when we are doing the fine grading.

The asphaltic pavement will be placed in two lifts but I doubt if any material saving in cost or improvement in strength can be made by specifying a different mix for the base than for the surfacing. However, should you desire to make a different mix for the bottom 3 inches of the pavement widening, the quantity can be estimated by measurement of the area on the cross-sections.

In my estimate of cost, I have used $5.00 per ton, which I understand was approximately the price secured for asphaltic concrete pavement north of Salem. I may be a little low on this item.

Should we be unable to secure a bid, which together with 10% would come within the $15,000. and it is necessary to cut the contract to this amount, I would recommend that we omit gravel shoulders on the east side of the pavement from station 12 to 29 and reduce the amount put on the west side of the pavement from 12 to 0. Also that we reduce slightly, by rolling the grade a little more, the amount of asphaltic concrete pavement.

R.H. Baldock Attn; H.G. Smith

IN REPLY PLEASE
REFER TO FILE NO

The grades shown on the profile have been varied by small amounts in order to fit more closely the present pavement. I believe these variations are so small as to be not noticeable and sticking to the absolute grades would result in a considerable increase in tonnage. In considering a further economy of pavement, I believe it would be safe to decrease the thickness of the asphaltic pavement for the last four or five feet next to the curb since this part of the pavement would be subject to very little traffic and would be used almost entirely for parking. This is the first Municipal Project I have sent in and any suggestions about more complete data or better arrangement will be gratefully received.

Should you find it necessary to secure additional data, please call me or call Whitmore, phone 190-J Ashland at his office.

Very truly yours,

E.A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

SPECIAL PROVISIONS

North Main Street in Ashland Section, NRM

TIME AND PLACE OF RECEIVING BIDS

October 25th, 1933.

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract if awarded consists of widening and resurfacing the existing pavement on north Main street in Ashland on the Pacific Highway in Jackson County. The project is 3250 feet in length.

The north end of the project is at station 0+50 at the south end of the concrete pavement on the Ashland-Bear Creek Section, near Scofield Street.

The south end of the project is at station 33 near Nursery St.,

DATE OF COMPLETION

Work to be done under this contract shall be completed by not later than July 1st, 1934. Since it will not be possible to lay the asphaltic pavement until about April 1st, the contractor shall not start grading operations until March 15th, 1934.

TYPE OF PAVEMENT

The pavement to be constructed under this contract shall be an asphaltic concrete pavement of variable thickness. The thickness for widening shall be 5 inches and the thickness for resurfacing shall vary from about 5 inches down to nothing.

EARTHWORK

Specification

The Standard Specification for earthwork as given in Section 8 of the Standard Specification form shall apply except as that specification is supplemented and modified by the provisions which follows

Classification

All excavation made under this contract shall be classified under the single classification basis. The excavation shall consist of the removal of material where the pavement is to be widened, the grading of side street approaches and the borrowing of suitable material for embankments from the right of way between station 11 and station 10. The contractor will not be required to borrow any solid rock material.

Embankment

The embankment consists of building up the low side of the super and filling in the parking from Nursery to Coolidge Street and the widening of shoulders from station 0 to station 23.

North Main Street in Ashland Section, NRM

Compaction of Embankment

The embankment shall be built up in horizontal layers having a uniform thickness not greater than 4 inches and each layer shall be separately and thoroughly compacted by means of power street roller or by means of some other thoroughly effective compacting equipment approved by the engineer. The compacting operations on each layer shall continue until no further compaction can be obtained and the placing of the successive layers of embankment material [illegible], under no circumstances, shall be completed until that condition is fulfilled. Where new curb is to be built under this contract the embankment shall be finished before construction of the curb is commenced. Excavation shall include trimming the edges of the present pavement where necessary to form a satisfactory joint with the new pavement and shall include cutting through the present pavement for trench in which to place drain tile where necessary.

Adjusting of Water Pipes, Poles, etc.

All poles are to be removed by the owners in advance of the contractor's operations. Any water pipes, or gas pipes encountered by the contractor in making excavation are to be adjusted to proper grade by the respective owners or by the State.

Hauling Excavated Material

It will be necessary to permit movement of Pacific Highway traffic over this street during construction. In order to maintain the pavement reasonably free of dirt it will be necessary for the contractor to load most of the excavated material into a truck and haul it to the embankment.

Concrete Curb

New concrete curb shall be constructed where necessary in accordance with Section 34 of the Standard Specifications. The cross section of the curb shall be 6 inches wide by 18 inches deep. Concrete in curb shall be class "C". Contraction joint shall be formed with a piece of building paper every 30 feet and expansion joint formed with ½" expansion joint material every 90 feet.

Dowells

The new curb shall be fastened to the present curb by means of dowells ½" x 12". A hole shall be drilled 6 inches deep in the old curb and the dowell permitted to extend 6 inches up into the new curb.

PAYMENT

Payment for the completed construction of the concrete curbs including drilling holes in the old curb, furnishing dowells, performing necessary excavation shall be made as follows:

Concrete curb per lineal foot.

Dowells.

Porous drain tile

The porous drain tile and gravel backfill to be furnished under this contract shall be placed and paid for as specified in sections 32 and 54 of the Standard Specification form.

Raise Manhole and Monument Casings

In the present pavement there are eight 24" manhole casings, one 12" manhole casing, and six 6" street center line monument casings which are to be raised to fit the new pavement grade. The manhole casings are to be raised to the proper grade and supported by brick foundation laid in a workmanlike manner. The street monument casings are to be raised to the proper grade and supported on concrete or extended to street grade in some other suitable manner.

ASPHALTIC CONCRETE PAVEMENT

Specifications:

The asphaltic concrete pavement to be laid under this contract shall be constructed in accordance with the Standard Specification and asphaltic concrete pavement class "A" as given in section 23 of the Standard Specification form.

Coarse Aggregate:

The coarse aggregate may be gravel crushed from Bear Creek gravel from which all material that will pass a screen having 2" circular openings has been eliminated.

Preparation of Sub-grade

In advance of construction of pavement the subgrade shall be brought to a true and uniform grade set by the engineer and shall be thoroughly rolled. Should any unsuitable material be encountered in the subgrade this shall be removed to such depth as ordered by the engineer and the hole shall be refilled with suitable material. Should any springs be encountered, these will be drained by porous tile drain. The edges of the present pavement which is to be widened shall be trimmed to fairly uniform line and so that there will be no overhang.

Measurement and Payment

For the construction of asphaltic concrete pavement in accordance with the Standard Specification, payment will be made at the price bid per ton for asphaltic concrete pavement. Payment for the surface finish coat shall be made at the same price per ton bid for asphaltic concrete pavement.

CRUSHED GRAVEL SHOULDERS

Crushed gravel shoulders shall be constructed along each side of the pavement from station 0+50 to station 12+59 and along the east side from station 12+59 to station 29+35. The crushed gravel shoulders shall be approximately 4 feet wide and 5 inches thick.

MATERIALS

The crushed/gravel to be used in the shoulder construction shall be uniformly graded in size from dust to a maximum of 1½ inches. Not more than 30% shall be sand or other fines that will pass through a screen having ½" square openings. The gravel from which the crushed gravel is manufactured shall contain at least 20% of material which would be retained on a screen having 1½" circular openings. When subjected to the standard abrasion test, the gravel from which the crushed gravel is manufactured shall show an abrasive loss not exceeding 7%.

Preparation of Sub-Grade for Shoulders

Preparatory to the placing of the gravel shoulder materials, the areas to be occupied by the shoulders shall be shaped to specified grade and cross-section and shall be theroughly compacted by rolling with a ten-ton power roller.

Details of Construction:

After having been depositied on the prepared subgrade in the necessary quantities, the materials shall be spread to proper shape and thickness. Filler materials of the kind specified in Section 12 of the Standard Specifications shall then be spread over the crushed gravel in such uniform quantites as may be found necessary to properly fill and bind the crushed gravel, and shall be mixed with the crushed gravel by blading, harrowing or hand raking. When the filler has been thus mixed with the crushed gravel, the course shall again be shaped to proper crown and thickness, after which it shall be sprinkled and rolled, the sprinkling and rolling being continued until the course is solidly set up and compacted.

Measurement and Payment:

For each cubic yard of crushed gravel used in the construction of the shoulders, payment will be made at the price bid per cubic yard for "Crushed Gravel Shoulders." The quantities to be paid for shall be determined by measurement of the materials in the hauling vehicles at the points of deposit.

Payment for the shoulder materials on the basis above indicated shall be understood to comprise full and complete payment for the construction of the shoulders including the furnishing, hauling and placing of the materials, the preparing of the subgrade, and the sprinkling, spreading, and rolling work, but not including the furnishing and hauling of the filler materials.

For the furnishing and hauling of the filler materials, payment will be made at the prices bid for "Filler" and "Haluing Filler," the basis of measurement and payment to be as stated in the standard specification for "Filler".

MISCELLANEOUS PROVISIONS

PROVISION FOR TRAFFIC:

It is understood by the contractor that the work to be performed under this contract is to be performed without at any time closing the street to traffic and that it is obligatory upon him to at all times provide and maintain a continuous roadway between the termini of the project, which roadway shall be suitable and adequate in all respects to carry all traffic using the street safely and without material or objectionable inconveniences, delay or discomfort.

SPECIAL PROVISIONS

North Main St., in Ashland Section, NRM

(Provisions for Traffic)-continued-

When one-way traffic arrangements must be resorted to, the traffic shall be controlled and directed by flagging and signaling systems satisfactory to the traveling public as well as to the engineer.

The contractor shall provide flagmen, barricades, lights and direction signs wherever and whenever they may be needed to safeguard traffic or to protect the work or the workman from injury.

All paved portions of street over which traffic is routed shall be kept clean and free of mud and other matter that might cause excessive dust or slipperiness. If necessary to accomplish this, the sections of pavement involved shall be flushed with water at frequent intervals.

All unpaved portions of street over which traffic is routed shall be kept smooth by daily blading and during dry weather shall be sprinkled as frequently as may be necessary to keep them free of any objectionable amount of dust.

No portion of roadway over which traffic is routed shall be allowed to become muddy to such extent as to warrant criticism from the users of the street, and such unpaved portions of street as are to be used for more than a day or two during wet weather shall be surfaced with such quantities of gravel as may be necessary to prevent their becoming muddy, rutted, rough, or otherwise unsatisfactory for public use.

Pneumatic Tired Trucks Required:

All trucks used in connection with the hauling operations to be performed under this contract shall be equipped with pneumatic tires on all wheels.

TrucksLoads to Be Leveled:

To facilitate the accurate measurement of those of the materials to be furnished under this contract which are to be measured by volume in trucks, the contractor shall, by striking-off or by other suitable means, bring each load to a level surface with all corners completely filled.

FEDERAL PROVISIONS RELATING TO
SELECTION OF LABOR AND HOURS TO BE WORKED

COUNTIES FROM WHICH LABOR IS TO BE SELECTED

PENALTY FOR FAILURE TO COMPLETE ON TIME

SPECIAL PROVISIONS

North Main Street in Ashland Section, NRM

ENGINEERS ESTIMATE

Excavation - single class	600 cu. yd. @ .60	$360.
Overhaul	500 cu. yds @ .05	25.
Truck haul	100 cu. yd. @ .25	25.
Concrete curb	300 lin. ft. .50	150.
Dowells	50 dowells .50	25.
8" Porous Drain Tile	1000 lin. ft. .50	500.
Gravel backfill for drains	100 cu. yd. 1.00	100.
Raise man-hole & monument casings	15 casings @ 2.00	30.
Asphaltic concrete pavement class "A"	2400 tons @ 5.00	12,000.
Crushed gravel shoulders	300 cu. yds. 1.25	375.
Filler	40 cubic " .50	20.
Filler haul	40 yd. miles .25	10.
		$13,620.
Plus 10% for engineering & contingencies		1,380.
	TOTAL - —	$15,000.00

CONTRACT#1553

PR 157-A South Medford Section 31
1553 1935 2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 12, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Proj. No. NRM 157-A (1935), South Medford Section, Pacific Highway, Jackson County, was made by a representative of this office on May 15, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

March 16, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the South Medford Section, Project No. NRM 157-A (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRH 157-A (1935)

SOUTH MEDFORD SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, January 4, 1935

47' Roadway (Sta. 56+44.8 = 7+26.0 to 18+68)

270	tons	Cut-back Asphalt Wearing Surface	$ 6.25	$ 1,687.50
		Sub-total		$ 1,687.50
		10% Engr. & Cont.		168.75
		Total		$ 1,856.25
		Length	0.216 miles	
		Cost per mile	$ 8,593.75	

36' Roadway. (Sta. 18+68 to 29+11.8)

230	tons	Cut-back Asphalt Wearing Surface	$ 6.25	$ 1,437.50
		Sub-total		$ 1,437.50
		10% Engr. & Cont.		143.75
		Total		$ 1,581.25
		Length	0.197 mile	
		Cost per mile	$ 8,026.64	

NRH Funds Requested

47' Roadway	$ 1,856.25
36' "	1,581.25
	$ 3,437.50

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931.
State Funds for Maint: Chap. 41, laws 1927; Chap. 88, laws 1931

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRM 157-A (1935), the South Medford section of the Pacific Highway, to Jacobsen-Jensen Co., Portland, Oregon, who submitted the low bid, upon which project award of contract was withheld pending adjustment of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

Jm

November 9, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the South Medford Section, Project No. NRM 157-A (1935).

Five blueprint sets of plans and five bid proposals are being sent under separate cover.

This work consists of pavement resurfacing from Sta. 7+26 to Sta. 29+11.8, which is all within the limits of Project No. NRM 157-A but no work has been done previously on the section between Sta. 18+68 and Sta. 29+11.8. While changes have been made only on sheets 1, 2-B, 3 and 4 of the plans, complete revised sets are being submitted.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRM 157-A (1935)

SOUTH MEDFORD SECTION OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, November 9, 1934

47' Roadway (Sta. 56+44.8 = 7+26.0 to 18+68)

270	Tons	Cut-back Asphalt Wearing Surface	$ 8.00	$ 2,160.00
		Sub-total		$ 2,160.00
		10% Engr. & Cont.		216.00
		Total		$2,376.00

Length	0.216 mile
Cost per mile	$ 11,000.00

36' Roadway (Sta. 18+68 to 29+11.8)

230	Tons	Cut-back Asphalt Wearing Surface	$ 8.00	$ 1,840.00
		Sub-total		$ 1,840.00
		10% Engr. & Cont.		184.00
		Total		$ 2,024.00

Length	0.197 mile
Cost per mile	$ 10,274.11

NRM Funds Requested

47' Roadway..	$ 2,376.00
36' Roadway..	2,024.00
	$ 4,400.00

#1553

157-R

May 14, 1934

Maryland Casualty Company,
Rodgers Banks & Lipscomb, Agents,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1553 for the construction of the South Medford Section of the Pacific Highway in Jackson County has been completed by the contractor, Ernest C. Hall, and that final settlement will be made by the State with said contractor for work done under said contract on or after May 24, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid in connection with this contract will be $18,218.26 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1523

Portland 104 10m 4-2-34

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

May 12, 1934

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen: Re: A. S. Wallace - 58258-12-977-33

The above captioned bond covers contract for furnishing crushed rock on the Green Springs Mountain Sec. of the Green Springs Highway in Jackson County, Oregon.

Will you kindly complete the enclosed inquiry blank so that we may be informed of the present status of this contract.

Thank you very much for your attention to this matter.

Yours very truly,

S L Marak
Assistant Manager

SLM EC

$701.80

FORM 8-A-(P) 13743 10M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

57-C

OREGON STATE HIGHWAY COMMISSION
SALEM

May 7, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: S. H. [illegible]

Dear Sir:

-Final South Medford Paving-

Under separate cover by express we are returning to you a part of the final records for the South Medford paving, which were sent to Mr. Goodnight April 9th, for correction.

1 book notes
1 haul sheet
1 cement adjustment sheet
1 copy of final estimate "void"
Also one corrected cement adjustment sheet
4 copies of final estimate
2 copies of cement distribution
Dakin's Daily Report of Paving Plant #8" and Weekly Paving Plant Cost Report, showing 55 tons of asphaltic concrete placed on the City job.
1 pad cement inspection reports showing quantity of cement shipped from Gold Hill to the contractor.

On May 3rd, I mailed you a receipted bill for the cement used and a Price Agreement signed by E. C. Hall for the unit price to be used on the cement adjustment. A sheet of notes for remodeling catch basins has been added to the book of field notes. One paragraph of your letter of April 9th, asking for a change in the manner of computing cement adjustment has been taken care of by your letter of April 14th accepting the plan to use 6.16 sacks of cement per yard throughout.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

FORM 5-A-1 13743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

157-a

May 3, [illegible].

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: S. H. [illegible]

Dear Sir:

In support of cement adjustment for South Medford paving recently completed by E. C. Hall, you will find attached hereto a Price Agreement signed by Mr. Hall and recommended for approval by myself, showing net cost of cement at mixer $2.6[illegible]47. You will also find attached receipted bill from Beaver Portland Cement Co. covering cement shipped to Mr. Hall by truck. Price of $3.00 is f.o.b. contractor's mixer on Medford street. It was also necessary to haul part of the cement from the street to the warehouse and back again and Goodknight has figured what this cost the contractor.

Goodknight will send final estimate for Mr. Hall, including the asphaltic concrete recently placed by Ivan Dakin.

Very truly yours,

R. A. [illegible]er
Division Engineer

cc. R. H. Baldock
cc. [illegible] C. Smith
LAC:[illegible]

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO

FILE No.
Ore. USPW NRM 157-A

April 12, 1934

RECEIVED

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Hapr- 18458

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-157, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 31st day of August, 1929 a project statement, which was approved by the Secretary on the 27th day of September, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 22nd day of November, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty thousand, nine hundred forty-one and 25/100 dollars ($20,941.25) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed~~ is ~~the authorized Federal pro rata share~~ of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

~~Between~~ Riverside Avenue in the City of Medford between survey station 7+26 at the north line of Sixth Street and survey station 545+61.8 near the south line of Barnett Road (excepting therefrom the portion between survey stations 18+68 and 29+11.8)

, length 0.791 of a mile~~s~~ in Jackson County, being Section A of Oregon U. S. Public Works project No. NRM-157, consisting of 0.791 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of twenty thousand, nine hundred forty-one and 25/100 dollars ($20,941.25), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal payment thereof~~

A/

~~dollars~~ is XXXXX the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain ~~said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~

STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of the project will be by the City of Medford pursuant to its agreement of December 7, 1933 with the Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3d day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRM-157-A State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 20,941.25 as the total estimated cost of said project, and the sum of $ 20,941.25 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is the ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 3d day of April one thousand nine hundred and thirty four

Secretary of Agriculture
~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By Wilson
Acting Chief, Bureau of Public Roads

FORM S-A-1 13742 1SM 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-2

April 3,1934.

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
Apr 4 1934

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTENTION: H. G. SMITH

Dear Sir:

Enclosed herewith you will find four copies of a Semi Final Estimate and Quantity Summary Sheet for the South Medford paving job, contract 1553, which has been completed by Ernest C. Hall except for placing 30 tons of asphaltic concrete, which is to be done by the State batching plant under Ivan [illegible].

Under separate cover I am sending you by express the final records:

Construction Data:

1 roll haul diagram with sketch on city map
1 roll of platted section sheets
1 book construction notes
1 haul receipt book with attached letter
1 envelope of construction pictures and films
1 envelope of cement adjustment data.

Original Field Notes:

1 detail map 40 feet scale
1 detail map 50 foot scale
1 platted sections
1 profile
1 sketch of water system changes
1 detail of catch basin
1 book of field notes.

Mr. Hall has asked for final payment since the only work remaining to be done is to be done by State forces and deducted from his estimate.

H. G. Smith

I recommend that Semi Final payment of 97% be put through at once. We hope to place the asphaltic concrete this month as I have planned the Medford set up for the first one in this division when Dakin comes from Klamath Falls. As soon as Dakin has finished I will send you the number of tons of asphalt concrete placed by him, and this one item will complete the job.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AWF

Form 338—4M—10-32

157-a

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending March 17, 1934

Section South Medford

Kind of work Paving

Highway Pacific

Section prefix 15 P M

Contractor E.C.Hall

Contract number 1553

Date of contract Dec. 7, 1933

Date of completion April 30, 1934

Date work started Dec. 15, 1933

Estimated date of completion April 15, 1934

Amount of contract $ 19037.50

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering $ 19037.50

Per cent of contract completed, based on total contract price 98.4 % %

Engineering costs to date $ 1310.00 6.7%.

Date project was completed ...., 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

No work except:

3 men 1/2 day and one man full day pouring and finishing the 30 " xxxxxxxx squares left at the sites of the poles, Poles were moved by The Pacific Tel and Tel Co.

This project is now complete with the exception of the 30 tons of Asphaltic patching - patching to be done by the state forces at the request of the contractor. Contractor stated that he advised Salem office of this arrangment.

V.L.Goodnight

Box 677, Medford,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power Graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bull dozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR . 1934

157-a

OREGON STATE HIGHWAY COMMISSION

March
7th
1934

Mr. E. C. Hall
First National Bank Bldg.
Eugene, Oregon

Dear Sir:

This will acknowledge receipt of your letter of February 20 accepting our proposition to perform the asphaltic concrete work on the South Medford job in accordance with the terms of your contract.

Our present plans contemplate starting the pavement patching plant in Southern Oregon about the 15th of April and this will be one of the first jobs done.

Very truly yours,

State Highway Engineer

WT/er

cc J. N. Bishop

SSIONERS
SLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 2, 1934

IN REPLY PLEASE
REFER TO FILE NO. H19.2

Mr. J. N. Bishop

Office

Dear Sir:

Please prepare an answer for me to this letter, stating when we will do the work.

Very truly yours

RHBaldock

State Highway Engineer

RHB:HI

RECEIVED
MAR 5 - 1934
OFFICE OF
MAINTENANCE ENGINEER

E. C. HALL
CONTRACTOR
First National Bank Building
EUGENE, OREGON

Medford Ore. Feb. 20 1934

Mr. R.H.Baldock
Ore. State Highway Eng.

Dear Mr. Baldock:

You may take this letter as a final acceptance to your proprosition, where by you agree to patch the south Medford Sectian of the Pacific Highway with Class "B" Asphaltic Concrete to remove the irregularities of the presant road-way;and also to make the presant street conform with the new pavementfor $ 7.50 per. ton.

We are almost thru with this job , there is only some clean up work along the shoulders, and some dirt to remove from the new Pavement when it becomes cured.

Yours Truly

E. C. Hall

30 Tons @ 7.50 - 225.00

FORM B-A-1 19162 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINE
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Feb. 20,1934

Medford, Oregon

Mr. W.H.Lynch, District Engineer,
U.S.Bureau of Public Roads
Portland , Oregon

Dear Sir:

Please be advised - NRM 157 A, project at Medford has terminated the employment of 38 men.

This project will not be completed until the contractor has patched pavement at points where telephone poles have been left and the asphaltic patching done along x side the new pavement, this work will require very few men the contract being about 95 % completed. The remainder of work will not be completed for about 40 days.

Very truly yours,

V. L. Goodnight

V.L.Goodnight
Res. Engr.

cc Mr. R.H.Baldock
H.G.Smith
L.A.Collier

February 15, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer now to your letter of February 13th concerning barricading of streets in connection with the Medford Paving Project (NRM 157-A).

Investigation shows that South Riverside Avenue was at no time during the progress of the job, closed to traffic. For five hours per day during a period not exceeding one week, traffic in one direction was detoured from the portion of South Riverside Avenue which lies between Ninth Street and the intersection of South Riverside Avenue and Central Avenue, but otherwise the Avenue was open to two-way traffic at all times. In order to make two-way traffic possible, parking was prohibited at places where work was in progress and at places where concrete was in process of curing. Temporary bridges were provided as required to permit access to business properties.

The special provisions for the project authorised the contractor to detour the Pacific Highway traffic for the avenue whenever considered advisable by the engineer, but this provision was taken advantage of only to the very limited extent indicated above. No material inconvenience was suffered by traffic, and there was very little, if any, interference with the business of service stations and other business concerns located on the avenue. A better handling of the traffic could not have been possible, and there has been an almost total absence of criticism; none whatever, except that conveyed to us through your letter, has come to our main office.

From such information as we have been able to obtain, the complaint registered through Respresentative Walter M. Pierce was registered by individuals who had been led to believe that the avenue would be completely blockaded and who desired to forestall such a condition.

The placing of concrete is now entirely completed, and the only interference with the free use of the street is the prohibiting of parking on green concrete.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

cc Mr. Walter M. Pierce

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

February 13, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are in receipt of a letter from our Washington office, attaching copies of correspondence from the Hon. Walter M. Pierce and communications from residents of Medford, relative to the barricading of streets in Medford, Oregon, during construction of U. S. Public Works project NRM 157-A.

From the correspondence it appears that South Riverside Avenue is blockaded from Thirteenth Street to Central Avenue, a distance of approximately one-half mile and the traffic detoured over another street, which, the signers of the letter claim, is causing serious damage to the business houses along South Riverside Avenue.

On page 25 of the special provisions for this project provision is made that the work shall be carried on without at any time closing the street to traffic. In view of the requirements of the special provisions it is requested that this project be kept open and not barricaded. We would be pleased to have your comments.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM S A-1 11934 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

157-a

OREGON STATE HIGHWAY COMMISSION
SALEM

Jan. 8, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: [illegible] G. SMITH

Dear Sir:

Attached hereto you will find two price agreements covering the remodeling of sidewalk transoms and the moving of parking signs and flag sockets on the Medford Municipal Contract 1553. These items were listed as bid items but the Salem office changed these over to force account. I believe the prices agreed to by the contractor are fair and that it is better to handle these items on Price Agreements than on force account and I therefore recommend their approval.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

NOTED
State Highway Engineer

January 4, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Medford Section, Project No. NRM 157-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department	National Recovery Municipal Project No. NRM-157-A

MEDFORD SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 2, 1934.

EXTENSION OF PROJECT

47' Roadway (Sta. 7+26 to 18+68)

All Required		Adjustment of Water System		$ 1,000.00
100	cu. yds.	Excavation, Single Classification	$1.00	100.00
400	yd. mi.	Truck Haul	0.20	80.00
1,000	sq. yds.	Removal of Driveways & Walks	0.40	400.00
2	only	Remodeling Catch Basins	50.00	100.00
1,550	lin. ft.	Concrete Curb	0.75	1,162.50
150	sq. yds.	Concrete Driveway Aprons	2.00	300.00
1,000	" "	Portland Cement Concrete Pavement	2.10	2,100.00
170	lin. ft.	Expansion Joints	0.20	34.00
340	" "	Contraction Joints	0.06	20.40
100	only	Dowels	0.25	25.00
30	tons	Class "B" Asphaltic Concrete	10.00	300.00
			Sub-total	$ 5,621.90
			10% Engr. & Cont.	562.19
			Total	$ 6,184.09
		Length	0.216 mile	
		Cost per mile	$ 28,630.06	

36' Roadway (Sta. 576+00 to 569+25)

260	cu. yds.	Excavation, Single Classification	$1.00	$ 260.00
500	yd. mi.	Truck Haul	0.20	100.00
1,190	sq. yds.	Portland Cement Concrete Pavement	2.10	2,499.00
190	lin. ft.	Expansion Joints	0.20	38.00
380	" "	Contraction Joints	0.06	22.80
130	only	Dowels	0.25	32.50
			Sub-total	$ 2,952.30
			10% Engr. & Cont.	295.23
			Total	$ 3,247.53
		Length	0.128 miles	
		Cost per mile	$ 25,371.33	

ORIGINAL PROJECT

36' Roadway (Sta. 825+25 to 848+61.5)

940	cu. yds.	Excavation, Single Classification	$1.00	$ 940.00
1,800	yd. mi.	Truck Haul	0.20	360.00
4,210	sq. yds.	Portland Cement Concrete Pavement	2.10	8,841.00
640	lin. ft.	Expansion Joints	0.20	128.00
1,280	" "	Contraction Joints	0.06	76.80
470	only	Dowels	0.25	117.50
		Sub-total		$ 10,463.30
		10% Engr. & Cont.		1,046.33
		Total		$ 11,509.63

Length	0.447 mile
Cost per mile	$ 25,748.61

National Recovery Municipal Funds Requested:

Extension (47' Roadway)	$ 6,184.07
" (36' ")	3,247.55
Orig. Proj. (36' ")	11,509.63
	$ 20,941.25

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

157-a

January 2, 1934

Mr. Ernest C. Hall
Room 17, First National Bank Building
Eugene, Oregon

Dear Sir:

We are today forwarding by express a copy of contract No. 1553 awarded to you by the State Highway Commission for the 0.79 mile of paving on the South Medford Section of the Pacific Highway in Jackson County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

JM
jn

1213-B

FOR TELEGRAMS AND CABLEGRAMS

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT   J. C. WILLEVER, FIRST VICE-PRESIDENT

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Dec. 18, 1933   19

(CONFIRMATION AND COPY)

To Mr. W.H.Lynch, District Engr.

Street and No. U.S.B.P.R - New Postoffice Bldg.

Place Portland, Oregon

1553

Work started December 15 on Medford Municipal Project 157 - A

RECEIVED
DEC 19 1933
OFFICE OF
CONSTRUCTION ENGINEER

V.D.Goodnight
Res. Engr.

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRM 157-A, the South Medford section of the Pacific Highway, to Ernest C. Hall, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

November 20, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the South Medford Section, Project No. NRM-157-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-157-A

MEDFORD SECTION OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 18, 1933

EXTENSION OF PROJECT

47' Roadway (Sta. 7+26 to 13+68)

All Required		Adjustment of Water System		$ 600.00
100	cu. yds.	Excavation, Single Classif.	$ 0.60	60.00
400	yd. mi.	Truck Haul	0.20	80.00
1,000	sq. yds.	Removal of Old Pavement	0.40	400.00
2	only	Remodeling Catch Basins	20.00	40.00
1,550	lin. ft.	Concrete Curbs	0.60	930.00
150	sq. yds.	Concrete Driveway Aprons	2.00	300.00
1,000	" "	Portland Cement Concrete Pavement	2.20	2,200.00
170	lin. ft.	Expansion Joints	0.20	34.00
340	" "	Contraction Joints	0.05	17.00
100	only	Dowels	0.25	25.00
30	tons	Class "B" Asphaltic Concrete	8.00	240.00
			Sub-total	$ 4,926.00
			10% Engr. & Cont.	492.60
			Total	$ 5,418.60

Length 0.216 mile
Cost per mile $ 25,086.11

36' Roadway (Sta. 576+00 to 569+25)

260	cu. yds.	Excavation, Single Classif.	$ 0.60	$ 156.00
500	yd. mi.	Truck Haul	0.20	100.00
1,190	sq. yds.	Portland Cement Concrete Pavement	2.20	2,618.00
190	lin. ft.	Expansion Joints	0.20	38.00
380	" "	Contraction Joints	0.05	19.00
130	only	Dowels	0.25	32.50
			Sub-total	$ 2,963.50
			10% Engr. & Cont.	296.35
			Total	$ 3,259.85

Length 0.128 mile
Cost per mile $ 25,467.57

ORIGINAL PROJECT

36' Roadway (Sta. 569+25 to 545+61.8)

940	cu. yds.	Excavation, Single Classif.	$ 0.60	$ 564.00
1,800	yd. mi.	Truck Haul	0.20	360.00
4,210	sq. yds.	Portland Cement Concrete Pavement	2.20	9,262.00
640	lin. ft.	Expansion Joints	0.20	128.00
1,280	" "	Contraction Joints	0.05	64.00
470	only	Dowels	0.25	117.50
			Sub-total	$ 10,495.50
			10% Engr. & Cont.	1,049.55
			Total	$ 11,545.05

Length	0.447 mile
Cost per mile	$ 25,827.85

National Recovery Municipal Funds Requested;

Extension - (47' Roadway)	$ 5,418.60
- (36' ")	3,259.85
Orig. Proj. (36' Roadway)	11,545.05
	$ 20,223.50

CONTRACT #1554,

NSS 217 Applegate River Bridge Sec. 1933
217B
1554

Federal

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 4, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher recently submitted for Oregon U. S. Public Works project NRS 217-A, Applegate bridge section of the Meford-Provolt Highway.

The item ofspecial adjustment for reduction in quantity of embankment is not eligible for Federal Funds, and has, therefore, been eliminated. We also note an error of 1¢ in the computation of roadway cost. The following figures are those shown on the voucher as revised:

	Total Cost	NRS Funds
Roadway,	4,208.89	4,153.27
Bridge,	28,470.41	28,470.41
Total,	32,679.30	32,623.68

The amount of the voucher was thereby reduced to $1,604.66.

Will you please send us copies of the ~~se~~ reports for the surfacing stone used on this project?

Very truly yours,

W. H. LYNCH
District Engineer

F E Andrews
F. E. ANDREWS
Senior Highway Engineer

1,660.5
1604.66
55.6

1 46

October 22, 1934

Mountain States Construstion Company Contracts:

#1555 - Bridge over Williams Creek on Williams Secondary Highway in Josephine County -
Total amount paid $15,328.24 - No force account -
Contract Completed May 21, 1934 - Accepted July 2, 1934. 208

#1554 - Bridge over Applegate River on the Medford-Provolt Secondary Highway in Jackson County -
Total amount paid $31,319.51 - No force account .
Contract completed July 7, 1934 - Accepted July 9, 1934. 217

#1545 - Bridge over Yellow Creek on the Elkton-Sutherlin Secondary Highway in Douglas County -
Total amount paid $15,300.50 - No force account.
Contract Completed May 23, 1934 - Accepted June 6, 1934 ; 216

FORM S-A-1 10749 10M 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August [illegible], 1934

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

[illegible]
State Highway Engineer

Dear Sir:

[illegible] to your letter of August [illegible] regarding the widening [illegible] fills for the [illegible] River Bridge in Jackson County. We estimate 50[illegible] Cu. Yds. at .50 [illegible] will widen the fills two feet on each side. This does not include the widening of the Thompson Creek fill.

In our letter of August 22, we stated that there is available for this work a small shovel and [illegible] trucks. This is part of our oiling equipment, which was being held to do a small job in Grants Pass. Plans have been changed and the Grants Pass job will not be done. We have requested Mr. [illegible] today to transfer the equipment to [illegible] unless receiving instructions within the next day or so to go ahead with the construction of the fills, the above mentioned equipment will be transferred.

Very truly yours,

E. A. Collier
Division Engineer

By
[illegible]
Office Engineer

CPC:[illegible]
cc Mr. [illegible]
Mr. [illegible]
Mr. [illegible]

FORM 5-A-1 18748 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

217

August 22, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: C. B. McCULLOUGH

DEar Sir:

The approach grades to the recently completed Applegate bridge in Jackson County look quite narrow and apparently are two feet narrower than the deck of the bridge.

I understand there was a large underrun in excavation quantities on this job. Is it not possible at this time to put on a State Force job, chargeable to this NRS project, to widen these fills. There is an excellent gravel borrow pit within 300 feet of the job and I believe the addition of the underrun of excavation quantities will greatly improve the appearance and safety of this job.

We have a small shovel and some trucks at Medford, which would be available for this work right now and up until September 10th, when we have about two days work for them at Grants Pass. They would be available after September 12th.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith
EAC:AWF

NOTED
State Highway Engineer

717

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
BERNARD M. CULVER, PRESIDENT

SURETY LINES
FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

THE PRATT & OWENS INSURANCE AGENCY
GENERAL AGENTS
62 W. BROADWAY

EUGENE, OREGON

August 6, 1934

RECEIVED
AUG 7 - 1934
OFFICE
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: State Highway Commission
Contract No. 1554. Bridge over
Applegate River, Medford-Provolt
Secondary Highway.

Concerning this caption this is to acknowledge receipt of your letter of August 4 advising that the total amount paid the above contractors in connection with this contract will be $31,319.51 including the final payment.

Trusting this acknowledgment will clear your records, I am

Yours very truly,

THE PRATT & OWENS INSURANCE AGENCY

By J. K. Pratt

JKP:BJ

#155

217

August 4, 1934

Fidelity & Casualty Company of New York,
Pratt & Owens Agency, Agents,
Eugene, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1554 for the construction of a bridge over Applegate River near Provolt on the Medford-Provolt Secondary Highway in Jackson County has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 14, 1934.

The State is not advised of any claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $31,319.51, including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

July 6, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon USPW Project No. NRS-217-A, was made by a representative of this office on June 21, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J F Cameron
J. F. Cameron
Asst. Highway Engineer

Mor

#1554
100-182

FORM 2-A-1 18743 10M 2-34
COMMISSIONERS
LESLIE M. SCOTT
CARL G. W

Construction
Contracts + agreements
Completion Reports

June 20, 1934

Mr. H. B. Glaisyer

Office

For your information Mountain States Construction Company have completed their work on the Applegate River bridge, Contract No. 1554. We would be pleased to have you secure authority from the Commission to pay the final estimate on this job.

Work was completed on ~~June~~ July 7, 1934.

W. A. Reeves
Office Engineer
Bridge Department

approved by Commission 7/9/34
HBG

included in July 9 minutes

FORM S-A-1 18743 15M 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 19, 1934

IN REPLY PLEASE
REFER TO FILE NO.
15 PL

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon

Re: Asphaltic Concrete

Dear Sir:

Referring to your communication of June 15th.

I am convinced the inability to get a smooth job at Ashland was due to laying a hot mix directly upon a very rich pavement. The hot mix melted the surface of the pavement underneath, and the rolling raised a large excess of asphalt up through the new mix. The old pavement was a flush-coated job with an excess of asphalt upon the surface. Excess asphalt from underneath made the material shove under the roller. No mix can be designed to take care of an unkown amount of excess AC.

Yours very truly,

N. M. Finkbiner
Engineer of Materials

NMF:H

c.c. R. H. Baldock
M. G. Smith

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USPW NRS-217

April 12, 1934

RECEIVED

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

[illegible]

Agr- 18475

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-317.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 19th day of October, 1933, a project statement, which was approved by the Secretary on the 20th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section of~~ said project which were recommended for approval by the United States District Engineer on the 22nd day of November, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-seven thousand, one hundred eighty-seven and 15/100 dollars ($ 37,187.15) as the share of the United States payable under said act on account of ~~Section of~~ said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 394+00 in the NW¼ of Section 22, T 38 S, R 4 W, W.M., and survey station 408+50 in the NE¼ of Section 21, T 38 S, R 4 W, W.M., also a connection to the Thompson Creek Road between survey stations 0+50 and 3+40, length 0.329 of a mile~~s~~, in Jackson County, being ~~Section~~ Oregon U. S. Public Works project No. NRS-217, consisting of 0.277 of a mile~~s~~ of roadway and one bridge~~s~~, ~~each~~ of more than 20 feet clear span, 0.052 of a mile in length, known locally as the Applegate section of the Medford-Provolt Highway.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Sxxxxxxxxxxxxxf~~said project shall not in any event exceed the sum of thirty-seven thousand, one hundred eighty-seven and 15/100 dollars ($ 37,187.15), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ ~~is~~ ~~xxxxxxx~~ the approved total estimated cost of ~~Sxxxxxxxxxxxxxf~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Carl Washburne
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

CWS By D. T. McCrone
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRS-217, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $37,187.15 as the total estimated cost of said project, and the sum of $37,187.15 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ is the total estimated cost.

Done at the city of Washington, this 4 day of april one thousand nine hundred and thirty-four

Secretary of Agricultufe
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By

Chief, Bureau of Public Roads

#1554 ✓
#1555

April 2, 1934

Rasmussen & Company,
P. O. Box 910,
Portland, Oregon.

Attention: J. F. Totten, Credit Dept.

Gentlemen:

Receipt is acknowledged of your letter of March 31st concerning the Mountain States Construction Company contract near Medford.

Please be advised that the above firm have two contracts in southern Oregon as follows:

Contract No. 1554 - Bridge over Applegate River on the Medford-Provolt Secondary Highway in Jackson County near Provolt. Bond furnished in connection with the contract was written by the Fidelity & Casualty Company of New York for whom Pratt & Owens Insurance Agency, Eugene, are resident agents. The amount of bond is $33,806.50. The completion date of the contract is July 31, 1934.

Contract No. 1555 - Bridge over Williams Creek on the Williams Secondary Highway in Josephine County near Provolt. Bond was written by the same firm as noted above. Amount of bond is $15,623.50. The completion date of the contract is June 30, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

& TAYLOR STS.
PORTLAND

601 STEWART ST
SEATTLE

RASMUSSEN & COMPANY
MANUFACTURERS
PAINT, VARNISH AND LACQUER
LUBRICATING OIL

PORTLAND, OREGON

March 31, 1934

Mr. Glaisyer
c/o State Highway Commission
Salem, Oregon

Dear Sir:

Will you kindly advise us regarding the bonding company for the Mountain States Construction Company of Eugene on their job at Medford, Oregon.

We understand that they have a bridge contract in that locality, and would like to have you assist us by giving the contract number, the name of the highway, and upon what stream the bridge is to be constructed.

We wish to again thank you for your courtesy in regard to advising us about one of the other jobs secured by these contractors, and assure you that we stand ready at any time to accommodate you in any way we can.

We enclose a self-addressed stamped envelope for your convenience.

Yours very truly,

RASMUSSEN & COMPANY

J. F. Totten

Credit Department.

JFT/p

~~#65~~

217

February 28, 1934

The Mountain States Construction Company
Eugene
Oregon

Gentlemen:

I am pleased to inform you that there is being mailed to you under seperate cover today warrants in the sum of $4,215.48 and $2,179.45 covering current estimates due you in connection with certain contract work for the State Highway Commission.

You will recall that you telephoned to me a few days ago and asked that payment of said estimates be expedited.

Very truly yours

Secretary

HBG:jn

c.c. Mr. Carl C. Washburne

Mis 217

February 23, 1934

Mr. Leslie M. Scott, Chairman
State Highway Commission
1025 Yeon Building
Portland, Oregon

Dear Mr. Scott:

The Mountain States Construction Company urgently request that the current monthly estimates covering construction of the Yellow Creek Bridge on the Elkton-Sutherlin Secondary Highway and the Applegate Bridge on the Medford-Provolt Secondary Highway be expedited as much as possible since the company is sorely in need of funds. I do not have a sufficient accumulation of vouchers and other papers to warrant sending a special messenger to your office today so I am mailing to you these vouchers for your signature, numbered 1512 and 1513 covering the above-mentioned payments. These vouchers have been checked by the Bridge Department and have been approved and signed by Mr. Baldock, so are correct. If you approve of their payment, will you kindly sign them and forward to Mr. Washburne for his signature.

A stamped, addressed envelope is inclosed for your use.

Thanking you kindly, I remain

Very respectfully

Secretary

HBG:jn
c.c. Mr. Washburne

111-5

217

January 31, 1934

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention of Mr. K. V. Lively

Gentlemen:

Replying to your letter of January 30 requesting the names of the surety companies who executed certain bonds for the Mountain States Construction Company:

The bond furnished in connection with this company's contract for the construction of a bridge over Applegate River on the Medford-Provolt Secondary Highway in Jackson County was written by Fidelity & Casualty Company of New York for which Pratt & Owens Insurance Agency is the representative at Eugene.

The bond for the Eugene Section project has not yet been furnished. This job was awarded only a few days ago, and the contract has not been sent to the contractor for execution. We shall be pleased to advise you the name of the bonding company as soon as the contract has been signed.

Very truly yours

Secretary

HBG:AJ

Jim: Please furnish the name of the bonding company as soon as it is available.

H. B. G.

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

Jan. 30th, 1934.

Mr. H. B. Glaisyer,
Highway Commission,
Salem, Oregon

Dear Sir:

Please be kind enough to advise us of what surety company executed bond for the Mountain States Construction Company, covering the contract for paving the Eugene Section of Pacific Highway in Lane County, awarded January 18th, also bridge over the Applegate in Jackson County, contract awarded December 7th.

Thanking you in advance for this information, we remain

Yours truly,

BATES, LIVELY & PEARSON

EVL/km

By E V Lively

January 15, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Applegate Section, Project No. NRS-217.

With reference to the suggestion made in your letter of November 22nd concerning the length of this project, it does not appear to us that the Thompson Road should be included in the length of the project. It seems to us to be a condition where a Non-Federal Aid route makes a tee connection to a Federal Aid route, this being covered by Mr. Toms' instructions of May 25, 1932 under Case II for tee intersections, under which case a Non-Federal Aid route is considered an accessory to the improvement but the length of the connection is not included in the length of the project.

The station limits of the work on the Thompson Road are Sta. 0+50 to Sta. 3+40.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-217

APPLEGATE SECTION OF THE
MEDFORD-PROVOLT HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 8, 1934

Roadwork

All Required		Clearing and Grubbing		$ 100.00
50	cu. yds.	Culvert Excavation	$ 1.00	50.00
6,000	" "	Embankment in Place	0.50	3,000.00
100	lin. ft.	12" Corr. Iron Pipe	1.50	150.00
700	cu. yds.	Crushed Gravel Surface	2.25	1,575.00
100	" "	Filler	1.00	100.00
50	yd. mi.	Hauling Filler	0.15	7.50
			Sub-total	$ 4,982.50
			10% Engr. & Cont.	498.25
			Total	$ 5,480.75

Bridge

110	cu. yds.	Excavation	4.00	$ 440.00
10	" "	Excavation below Plans	5.00	50.00
100	" "	Class "B" Concrete	18.00	1,800.00
36	" "	" "A" "	19.00	684.00
166	" "	" "D" "	20.00	3,320.00
43,000	lbs.	Metal Reinforcement	0.055	2,365.00
21	M-FBM	Treated Lumber and Timber	94.29	1,980.00
290,000	lbs.	Structural Steel	0.06	17,400.00
195	lin. ft.	Composite Handrail	3.00	585.00
All Required		Remove Old Structure		200.00
			Sub-total	$ 28,824.00
			10% Engr. & Cont.	2,882.40
			Total	$ 31,706.40

Length of Roadwork	0.223 mile
" " 1 Bridge	0.052 "
Total Length	0.275 "
Cost per mile, Roadwork	$ 24,577.35

National Recovery Secondary Funds Requested;	Roadwork	$ 5,480.75
	Bridge	31,706.40
		$ 37,187.15

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 348, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 348, laws 1931

[illegible] 217 R

January 2, 1934

Mountain States Construction Co.
1644 Washington Street,
Eugene, Oregon.

Gentlemen:

We are sending to you, under separate cover, fully executed copy of State Highway Contract No. 1554 which was awarded to you on December 7th covering bridge construction over the Applegate River in Jackson County on the Medford-Provolt Secondary Highway.

This copy is sent to you for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

MC

nrs 217

December 8, 1933

Mountain States Construction Co.
Eugene
Oregon

Gentlemen:

This is to notify you that the State Highway Commission has awarded you the contract for the construction of a bridge over Applegate River on Medford-Provolt Secondary Highway in Jackson County at your bid price of $33,806.50 submitted on December 7.

Contract forms will be sent you shortly for your execution; in the meantime you may consider this letter your authority to proceed at once with your construction operations.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRS 217, Bridge over Applegate River on the Medford-Provolt Highway near Provolt, to the Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

November 22, 1933

RECEIVED
NOV 24 1933
OREGON
[illegible] COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRS 217, the Applegate Section of the Medford-Provolt Highway, have today been recommended for approval. This is your authority for advertising.

Concurrence in the award of contract will not be given until approval of the project statement.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Construction of the Thompson Creek Road approach is included in the contract and apparently in the NRS estimate. Such being the case, the length of this approach should be included in the NRS estimate. In this connection, please refer to our letter of this date concerning NRS 206-A, Myrtle Point-Powers. For this project our thought is that the length should be figured straight through on the main project and then from the edge of the surfacing thereon out to the end of the Thompson Creek road approach. Please advise us as to the station to which construction will be carried on the approach in order that it may be shown on the plan sheet and the length calculated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

November 17, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Applegate River Bridge Section, Project No. NRS-217.

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-417

APPLEGATE SECTION OF THE
MEDFORD-PROVOLT HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 17, 1933.

Roadwork

All Required		Clearing and Grubbing		$ 100.00
50	cu. yds.	Culvert Excavation	$ 1.00	50.00
6,000	cu. yds.	Embankment in Place	0.50	3,000.00
100	lin. ft.	12" Corr. Iron Pipe	1.50	150.00
700	cu. yds.	Crushed Gravel Surface	2.50	1,750.00
100	cu. yds.	Filler	0.40	40.00
50	yd. mi.	Hauling Filler	0.20	10.00
			Sub-total	$ 5,100.00
			10% Engr. & Cont.	510.00
			Total	$ 5,610.00

Bridge

110	cu. yds.	Excavation	$ 4.00	$ 440.00
10	cu. yds.	Excavation below Plans	6.00	60.00
100	cu. yds.	Class "B" Concrete	20.00	2,000.00
36	cu. yds.	Class "A" Concrete	22.00	792.00
166	cu. yds.	Class "D" Concrete	22.00	3,652.00
43,000	lbs.	Metal Reinforcement	0.055	2,365.00
22	M-FBM	Treated Lumber and Timber	100.00	2,200.00
290,000	lbs.	Structural Steel	0.07	20,300.00
195	lin. ft.	Composite Handrail	3.00	585.00
All Required		Remove Old Structure		400.00
			Sub-total	$ 32,794.00
			10% Engr. & Cont.	3,279.40
			Total	$ 36,073.40

Length of Roadwork	0.223 mile
" " 1 Bridge	0.052 "
Total Length	0.275 "
Cost per mile, Roadwork	$ 25,156.95

National Recovery Secondary Funds Requested:	Roadwork	$ 5,610.00
	Bridge	36,073.40
		$ 41,683.40

FORM 5-A-1 10152 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDO
STATE HIGHWAY E
SALEM

nRd 217
15

OREGON STATE HIGHWAY COMMISSION
SALEM

October 21, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

We are sending you detail map, profile and two blue prints, Federal Aid Sheets for the Applegate Bridge at Applegate.

The alignment and approximate bridge ends which are sufficiently close for computing grading quantities, are shown on the blue print. Will you please send us immediately Special Provisions, quantities and estimate for the grading and surfacing of the approaches.

Sufficient property ties were not available for writing up right of way descriptions and options for the right of way were sent to you the other day. If the County secures these options it is not necessary to hurry the right of way, but the data should be obtained at your convenience and descriptions sent in.

On the easterly end it will only be necessary to secure enough right of way to cover the connection with the middle of the old road near the grange hall.

Yours very truly,

NOTED
State Highway Engineer

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Dictated by

By

Chas. E. Low
H.

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock ✓

October 19, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of project agreement for the Applegate River Bridge Section of the Medford-Provolt Highway to which has been assigned number NRS-217.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS - 217
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) Oct. 19, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Applegate River Bridge Section, Medford-Provolt Highway

2. Between control points of official description: ____ and ____

3. Between intermediate control points if used: ____ and ____

County of Jackson

4. Length in miles (gross) 0.2 (net) 0.2

5. Preliminary estimate of cost: Total, $ 19,500; section of road to be first improved, $ 19,500,

of which $ 19,500 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ____ (Amount.)

Current Income Sufficient to Insure Compl: Chapter 173, Laws 1917: Chapter 31, Laws 1920.
(Source; refer to statute.)

(b) County ____
(Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income: Chapter 41, Laws 1927; Chapter [illegible], Laws 19[illegible]. (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

CH

FORM D-47 6961 7500 6-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

NRH 217
~~15-4~~

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Oregon
Oct. 18, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. O. SMITH

Re-Applegate Bridge at Applegate.

Dear Sir:

On October 3rd, we sent you the location information for the Applegate bridge at Applegate.

I understand that the field inspection has since been made by Mr. Paxson but did not get a chance to talk this over with him. This bridge is listed for letting on November 15th. Please advise me if there are any changes you wish made. Do you need any Special Provisions for the grading? If so I would like a print of the profile or the use of the profile for one day.

cc. R.H. Baldock
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

NOTED
State Highway Engineer

CONTRACT#1555,

NRS 208 Williams Creek Sec. 1933

1555

x

208-a

December
16th
1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Post Office Building
Portland, Oregon

Dear Sir:

With reference to your letter of December 11 concerning the maintenance inspection of Oregon F. A. project 208-A, Williams Creek section of the Williams highway.

Our 1937 budget carries an amount sufficient to repair the wooden handrails and paint the same as requested in your letter.

The roadway should be in much better condition since the recent rains and will be given more intensive maintenance to conform with your request.

Very truly yours,

State Highway Engineer

RHB/JNB/er

cc J. N. Bishop

December 11, 1936 102.3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon F.A.P. [illegible]-A, Williams Highway, Williams Creek section, was made on November [illegible].

Maintenance on this project was rated at [illegible]%, and the following comments were made:

SURFACING: Selected material quite rough and corrugated.

BRIDGE: In good condition except for wooden handrails which are checked and need filler and paint.

ROADSIDE CLEANING: Poor appearance. Dried dock weeds on fill slopes grow 4 ft. above roadway grade.

While this project is on a comparatively unimportant route, it is believed steps should be taken to relieve the above conditions.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

50

REFERRED TO
Mr. Bishop
by State Highway Engineer

It doesn't appear that this calls for an answer.

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon F.A.P. 208-A, Williams Highway, Williams Creek section, was made on November 20th.

Maintenance on this project was rated at 84%, and the following comments were made:

SURFACING: Selected material quite rough and corrugated.

BRIDGE: In good condition except for wooden handrails which are checked and need filler and paint.

ROADSIDE CLEANING: Poor appearance. Dried dock weeds on fill slopes grow 4 ft. above roadway grade.

While this project is on a comparatively unimportant route, it is believed steps should be taken to relieve the above conditions.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

50

NOTED
REFERRED
State Highway Engineer
State Highway Engineer

"AMERICA FORE"

The Fidelity and Casualty Company of New York

SURETY LINES
FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

ERNEST STURM, CHAIRMAN OF THE BOARD
BERNARD M. CULVER, PRESIDENT

PACIFIC COAST DEPARTMENT
60 SANSOME STREET
SAN FRANCISCO, CAL.
CHANNING S. CORNELL, VICE-PRESIDENT

BONDING DEPARTMENT
FRANK M. HALL
PACIFIC COAST MANAGER

208

October 18, 1934

Mr. H.B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:-

Re: Bonds 1311464-5-6 -
Mountain States Construction Co.

This company is surety upon three bridge construction contracts for the above issued in December, 1933. The contractor's have requested a premium adjustment in connection with these bonds and we will therefore appreciate receiving your advise as to the final contract price upon the following contracts.

1311464 - Bridge 1976 - Williams Secondary Highway in Josephine County over Williams Creek, nr. Provost #1355 $15,328.24
Original estimate - $15,623.50.

1311465 - Bridge 1992 - Medford-Provost Secondary Highway in #1354 Jackson County over Applegate Bridge, nr. Provost $31,319.51
Original estimate - $33,806.50.

1311466 - Bridge 1995 - Elkton Sutherlin Secondary Highway in #1345 Douglas County over Yellow Creek, nr. Elkton Bridge $15,300.50
Original estimate - $14,294.00.

Your courtesy in supplying this information will be very much appreciated and we enclose return envelope for reply.

Yours very truly,

F. M. Reimers

Bonding Department

FMR

NRA
MEMBER
U.S.
WE DO OUR PART

#1555

mo 9:8

June 28, 1934

Fidelity & Casualty Company of New York,
Pratt & Owens Insurance Agency, Agents,
Eugene, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1555 for the construction of a bridge over Williams Creek on the Williams Secondary Highway in Josephine County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 7, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,328.24 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1555

2RS 208

June 20, 1934

Mr. H. B. Glaisyer,

Office.

For your information Mountain States Construction Company have completed their work on the Williams Creek bridge , Contract No. 1555. We would be pleased to have you secure authority from the Commission to pay the final estimate on this job.

Work was completed on May 21, 1934.

W. A. Reeves
Office Engineer
Bridge Department

FORM S-A-1 19749 10M 2-34

COMMISSIONERS
Contract No. 124
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April [illegible], 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: N. M. FINKBINER

Dear Sir:

Dexter Smith, Resident Engineer on the Williams Bridge in Josephine County told me that the contractor had placed sometime ago 9 feet of 18" concrete pipe and 24 feet of 24" concrete pipe purchased from the Medford Concrete Construction Co. Recently he received a letter from you asking him to test this pipe. The pipe is all in place and pipe from the Medford Concrete Construction Co, has been tested many times previously.

Smith asked me to write you to find out if it would be necessary to dig up some of this pipe and have it tested or can you eliminate the necessity for test on account of the very small amount of pipe placed and the fact that pipe previously made by the Medford people has been tested.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AWF

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

POST OFFICE BUILDING
PORTLAND, OREG.

FILE No. Ore. USPW NRS 208

April 12, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Agr.- 18468

Form P. R. 2
State Oregon
U.S.Public Works Project No. NRS.208.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
[illegible]

8—8513

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 25th day of September, 1933, a project statement, which was approved by the Secretary on the 17th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section of~~ said project which were recommended for approval by the United States District Engineer on the 22nd day of November, 1933, and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventeen thousand, one hundred eighty-five and 85/100 dollars ($17,185.85) as the share of the United States payable under said act on account of ~~Section of~~ said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 624+00 and survey station 638+00 all in the N½ of Section 26, T 38 S, R 5 W, W.M.,

, length 0.265 of a mile~~s~~ in Josephine County, being ~~Section~~ Oregon U.S. Public Works project No. NRS-208, consisting of 0.232 of a mile~~s~~ of roadway and one bridge~~s~~, ~~each~~ of more than 20 feet clear span, 0.033 of a mile in length, known locally as the Williams Creek Section of the Williams Highway.

5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~of~~ said project shall not in any event exceed the sum of **seventeen thousand, one hundred eighty-five and 85/100** dollars ($ **17,185.85**), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ ~~n[illegible] pro rata share of~~ .... ~~dollars~~ **is** ~~xxxxxx~~, the approved total estimated cost of ~~Section~~ .... ~~of~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By E. W. Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture.~~

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By P St J Wilson
Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRS-309, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 17,185.85 as the total estimated cost of said project, and the sum of $ 17,185.85 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible]~~ ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

ams By L E Wilson
Acting Chief, Bureau of Public Roads

January 8, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Williams Creek Section, Project No. NRS 208.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. M. Probert
Office Engineer

Dict. by J. W. Bach/HR

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-208

WILLIAMS CREEK SECTION OF THE
WILLIAMS HIGHWAY IN JOSEPHINE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 8, 1936

Bridge

200	cu. yds.	Structural Excavation	$ 4.00	$ 800.00
20	" "	Excavation below Plans	5.00	100.00
50	" "	Class "B" Concrete	17.00	850.00
30	" "	" "A" "	18.00	540.00
100	" "	" "D" "	19.00	1,900.00
28,000	lbs.	Metal Reinforcement	0.055	1,540.00
11	M-FBM	Treated Lumber	95.00	1,045.00
73,000	lbs.	Structural Steel	0.06	4,380.00
350	lin. ft.	Composite Handrail	2.50	875.00
All Required		Removal of Old Bridge		150.00
			Sub-total, Bridge	$ 12,180.00
			10% Engr. & Cont.	1,218.00
			Total, Bridge	$ 13,398.00

Roadway

All Required		Clearing and Grubbing		$ 50.00
5,800	cu. yds.	Embankment in Place	$ 0.40	2,320.00
15	lin. ft.	18" Concrete Pipe	2.50	37.50
24	" "	24" " "	3.50	84.00
5	M-FBM	Lumber in Flume	40.00	200.00
700	cu. yds.	Screened Gravel Surfacing	1.00	700.00
80	" "	Filler	0.50	40.00
80	yd. mi.	Hauling Filler	0.15	12.00
			Sub-total, Roadwork	$ 3,443.50
			10% Engr. & Cont.	344.35
			Total, Roadwork	$ 3,787.85

Length of Bridge	0.053 mile
" " Roadwork	0.232 "
Total Length	0.285 "

Cost per mile, Roadwork $ 16,326.93

National Recovery Secondary Highway Funds Requested:

Bridge	$ 13,399.00
Roadway	3,787.86
	$ 17,186.86

State Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931.

7120708

January 2, 1934

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you, under separate cover, fully executed copy of State Highway Contract No. 1555 which was awarded to you on December 7th covering bridge construction over Williams Creek on the Williams Secondary Highway in Josephine County.

This copy is sent to you for your records and files.

Yours very truly
STATE HIGHWAY COMMISSION

By

MC

Secretary

#1555

208

January 2, 1934

Soule Steel Company,
1750Army Street,
San Francisco, California.

Attention: N. C. Miller, Treas.

Gentlemen:

Receipt is acknowledged of your letter of December 30th concerning the Mountain States Construction Company contract in Josephine County.

Please be advised that the contract which you refer is our No. 1555 for the construction of a bridge over Williams Creek on the Williams Secondary Highway in Josephine County. The bond furnished in connection with this contract waswritten by the Fidelity & Casualty Company of New York for whom the Pratt & Owens Insurance Agency, Eugene, Oregon, are resident agents. The completion date of the contract is June 30, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

LES
PORTLAND
HOUSTON

TELEPHONE
VALENCIA 4141

SOULÉ STEEL COMPANY
IRON AND STEEL PRODUCTS
1750 ARMY STREET, SAN FRANCISCO

Dec. 30,1933.

RECEIVED
JAN 2 - 1934
OREGON

Oregon State Highway Commission,
Salem
Oregon.

Gentlemen:

We have recently signed a contract with the Mountain States Construction Co. in connection with the Williams Creek Bridge in Josephine County.

Will you kindly advise us the name of the company writing the bond for the above contract.

Yours very truly,

SOULE' STEEL COMPANY
N O Miller
Treasurer.

NOM:F

#1555 - Williams Creek - Williams Sec.
Jan. 30, 1934 -
Fidelity & Cas. Co. of N.Y.
[illegible] & [illegible] agency
[illegible]

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL

nrs 208

December 8, 1933

Mountain States Construction Co.
Eugene
Oregon

Gentlemen:

This is to notify you that the State Highway Commission has awarded to you the contract for the construction of a bridge over Williams Creek on Williams Secondary Highway in Josephine County at your bid price of $15,623.50 submitted on December 7.

Contract forms will be sent you shortly for your execution; in the meantime you may consider this letter your authority to proceed at once with your construction operations.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRS 208, bridge over Williams Creek on the Williams secondary highway near Provolt, to the Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

November 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval, the plans, specifications and estimate for Oregon USPW project No. NRS 208, the Williams Creek section of the Williams Highway. This is your authority to advertise.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

EM

November 15, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Williams Creek Section, Project No. NRS-208. Under separate cover, we are sending five blueprint sets of layout plans.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-208

WILLIAMS CREEK SECTION OF THE

WILLIAMS HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 15, 1933.

BRIDGE

200	cu. yds.	Structure Excavation	$ 3.00	$ 600.00
20	" "	Excavation below plans	6.00	120.00
50	" "	Class "B" Concrete	20.00	1,000.00
30	" "	" "A" "	22.00	660.00
100	" "	" "D" "	22.00	2,200.00
28,000	lbs.	Metal Reinforcement	0.055	1,540.00
11	M-FBM	Treated Lumber	85.00	935.00
73,000	lbs.	Structural Steel	0.07	5,110.00
350	lin. ft.	Composite Handrail	3.50	1,225.00
All Required		Removal of Old Bridge		400.00
			Sub-total, bridge	$ 13,790.00
			10% Engr. & Cont.	1,379.00
			Total, bridge	$ 15,169.00

ROADWAY

All Required		Clearing and Grubbing		$ 100.00
5,800	cu. yds.	Embankment in Place	$ 0.40	2,320.00
15	lin. ft.	18" Concrete Pipe	2.50	37.50
24	" "	24" " "	3.50	84.00
5	M-FBM	Lumber and Timber	50.00	250.00
700	cu. yds.	Screened Gravel Surfacing	1.50	1,050.00
80	" "	Filler	0.50	40.00
80	yd. mi.	Hauling Filler	0.15	12.00
			Sub-total, roadwork	$ 3,893.50
			10% Engr. & Cont.	389.35
			Total, roadwork	$ 4,282.85

Length of Bridge	0.053 miles
" " Roadwork	0.232 "
Total Length	0.285 "
Cost per mile	$ 18,460.56

National Recovery Secondary Highway Funds Requested:

Bridge	$ 15,169.00
Roadwork	4,282.85
	$ 19,451.85

October 30, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

In commenting upon the following listed project statements our Regional Office advised as follows:

Project NRS 208
Two corrections were necessary in the project statement. In the introductory paragraph, the title of the Act was not corrected according to instructions. In Item 2 in order to more accurately describe the proposed improvement we have inserted the following, "bridges across Applegate River in Section 19, T 37 S., R. 5 W., and across Williams Creek in Section 28, T 38 S, R 5 W.

Project NRS 210
Two corrections were necessary in the project statement. In the introductory paragraph, the title of the Act was not corrected according to instructions. In Item 2 in order to more accurately describe the proposed improvement we have inserted the following, "between a point in the northwest quarter of Section 6, T 32 S, R15 W. and a point in the southwest quarter of section 36, T 31 S, R 16 W.

Project NRS 212
We have inserted the following in Item 2 of the project statement "bridge across Williamson River at Chiloquin".

We have been requested to ask that your organization give more careful attention to the preparation of project statements.

Very truly yours,

W. H. LYNCH
District Engineer

By ______________________
F. E. Andrews
Senior Highway Engineer

September 25, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of project statement for the Williams Creek Section of the Williams Highway. Number NRS-608 has been assigned to this project.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS - 208
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

NATIONAL INDUSTRIAL RECOVERY ACT

Approved June 16, 1933

(Date) September 25, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Williams Creek Section, Williams Highway

2. Between control points of official description: .... and ....

3. Between intermediate control points if used: .... and ....

County of Josephine

4. Length in miles (gross) 0.2 (net) 0.2

5. Preliminary estimate of cost: Total, $ 15,000; section of road to be first improved, $ 15,000,

of which $ 15,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: .... (Amount.)

Current Income Sufficient to insure completion; Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 248, Laws 1931. (Source; refer to statute.)

(b) County .... (Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following

source Current income Chapter 41, Laws 1927; Chapter 248, Laws 1931. (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon.

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 3—5073

CONTRACT #1556,

PR 131-E Grants Pass Municipal Proj. 1933

#1556

FORM 5-A-1 19910 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1312 [illegible]

June 24th, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In regard to Grants Pass Resurfacing. Mr. Baldock is unwilling to apply any flush coats near curb, but advises that you can smooth it up by applying heated screening during very hot weather, and rolling.

He is unwilling to have any form of flush coat applied.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H.Baldock ✓

FORM 5-A-1 10610 10M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Const
Com - agree
Josephine County
131E

June 18, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

I am sorry that I unduly excited you by transferring a compliment to the Ashland Project, as I do not believe anyone would be unduly impressed by that job.

This was merely a "lapsus lingua.". The job he really complimented was the Grants Pass resurfacing.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM S-A-1 10815 10M 5-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Gen - Agree
Josephine County
1318

June 18, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

I am sorry that I unduly excited you by transferring a compliment to the Ashland Project, as I do not believe anyone would be unduly impressed by that job.

This was merely a "lapsus lingua.". The job he really complimented was the Grants Pass resurfacing.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible]
[illegible]
Jackson Co.

June 11, 1935

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. E. A. Collier,~~
~~Division Engineer,~~
~~Roseburg, Ore.~~

NOTED
State Highway Engineer

Dear Sir:

Mr. Saunders of the Bureau of Public Roads made the inspection in your territory and paid a very high compliment to the Ashland black top surfacing job. He stated that he considered this the best black top surfacing job he had ever seen.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H.Baldock

FORM 0-0-1 10154 5M 1-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

[illegible] 13 E

June 13, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Highway Engineer

Attention: Mr. F. C. Smith

DearSir:

Attached hereto you will find a letter from the city auditor of Grants Pass asking us to place a flush coat about four feet wide next to the curbs on the Grants Pass paving project in order that they may sweep the gutters. About a week ago I suggested that they try placing a little sand along the gutter. While Duer does not mention this I assume they tried it and did not think it worked.

I am in receipt of your letter of June 10th recommending that the voids along the gutter be filled with sand at the rate of about six pounds per square yard. I expect to be in Grants Pass the next day or so and will have a block fixed up in this manner. I doubt, however, if this will satisfy the city and think that sweeping of the gutter with street broom will tend to remove the sand and that it will still be very difficult to get the gutters even reasonably clean. Furthermore, this sand will tend to work into the catch basins and require more frequent renewal. I will have this section so that you may look at it on your next trip down.

In case we find it necessary to do something more than place sand it will be possible to have Dakin's patching crew place a very small amount of fine mix on the section next the curbs and roll. Dakin will not reach Grants Pass for about a month and will have a set up there.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC-FC
CC R. H. Baldock
Incl.

FORM 3-A-4 10104 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const
[illegible]
Josephine Co
1312

June 10 1935

Mr R H Baldock
State Highway Engineer
Salem Oregon

Attention MR S H Probert

NOTED
State Highway Engineer

Grants Pass Paving Over Run and Under Run

Dear Sir;

The Class B asphaltic mix was decreased 198 tons and the cut back surface increased by 204½ tons. Total surfacing estimated 2950 tons
Total surfacing placed 2956½ tons

Not quite so much Class B was required as estimated and the increase in cutback making average thickness 1 1/16 inch greatly helped to secure a surface of uniform appearance free from smooth spots or ravels.

Total authorization $20,931.25 Final Estimate $20,081.00

No contingencies developed and there was a small saving in engineering costs.

Respectfully

Division Engineer

ccMr Baldock
cc ~~[illegible] Probert~~

Form 6-27 1661b 75M 6-34

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

File

Feb. 25, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

In compliance with your letter of Jan. 18th, I have conferred with the City Officials of Grants Pass.

The City of Grants Pass, on Dec. 21st, requested revision of the plans for proposed re-surfacing work on Sixth Street to include widening of a portion of the project. Mr. Baldock, on Dec. 28th, wrote them that "It is not possible for the State to include such revision in the present contract" and suggested that the City undertake setting back the curbs and preparation of the grade and rock base as a very desirable project.

I have had Mr. Goodnight estimate the quantity of additional asphaltic concrete required to permit raising of the edges of the present 36 foot resurfacing project so that the crown would fit the widened strips and permit construction of curbs not over 8 inch face. His estimate is 234 tons. This gives an average fill at 18 feet out from center line of 0.4 instead of feathering down to nothing as proposed in our plans.

A letter from Mr. Duer, City Auditor, is attached hereto and shows that the City apparently cannot do this work immediately but intends to do it in the future when funds are available. This additional tonnage of asphaltic concrete will cost the State about $1470 and unless the widening was done, would be of no value. There would be some additional expense incurred by the State under this plan for raising catch basins and constructing approaches which would not fit the proposed higher grade line at 18 feet out from center.

The contractor for this work has not made an appearance but we expect he will be down in March. Please advise what action you wish me to take in the matter.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock ✓
cc. H. G. Smith
EAC:AWF

FORM 3 A-1 12743 1M 2-24

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Cost 6

1572

August 21, 1924.

IN REPLY PLEASE REFER TO FILE NO.

NOTED

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: S. H. PROBERT

Dear Sir:

In response to your letter of August 18th, requesting an explanation of over-runs and under-runs occurring on Federal Aid projects will reply as follows:

1316

1-Grants Pass section, contract 1556. Some excellent crushed rock base was found in place at the proper elevation for the lower course of sub-base and this material was not removed. This caused a reduction of 367 yards of excavation and a reduction of 377 yards of sub-base. Class "A" asphaltic concrete overran 11%. Closer control of the thickness placed would have eliminated this overrun. The Resident Engineer was a little liberal on this item because he knew he was under on excavation and sub-base and used this additional material to secure a smooth riding job.

1178

2-Springfield, contract 1601. On extension of project 24 foot roadway an underrun occurred in both lower and top course of sub-base and filler. When the excavation was made for the widening a considerable amount of good crushed gravel shoulder was found which was used as part of the sub-base. A slight overrun totalling $2.00 occurred in hauling filler for the reason that some of the material had to be hauled more than half a mile. Over the original project and the extension of project 24 ft. roadway an underrun of class "C" asphaltic concrete occurred. The contractor started out mixing six batch loads, which were supposed to weigh 6000 pounds. After all the class "C" was in place it was found that the six batch loads only weighed about 46 pounds. When this correction was applied to the batches placed, it produced an underrun in class "C". The total class "A" and "C" in the preliminary estimate was 400 tons and there was 416.6 tons of material placed. An overrun of class "A" occurred on extension of project 46 feet roadway,—Apparently caused by poor original estimate. This section is 254 feet long by 46 feet wide and using one and one-half inch thickness the tonnage required is 109 tons. Actually 104 tons were placed.

1572

3-South Medford, contract 1553. An underrun occurred in the truck haul. Considerable of the excavated material which we had planned to truck haul was found to be excellent shoulder gravel and was used immediately outside of the concrete pavement for shoulders. An underrun occurred in concrete driveway aprons. By slight adjustment of the crown of the pavement, it was found possible to leave some of the concrete driveways into the service stations, which we had thought originally would have to be torn out and replaced. An overrun occurred in the item for contraction joints. It was deemed advisable to place contraction joints opposite cracks which had already occurred in the concrete shoulders and base previously in place on this job. An overrun occurred in class "B" asphaltic concrete. This item was for only 30 tons and it was found necessary to use 55 tons in order to make a smooth riding job. It is quite difficult to estimate the

8-A-1 19743 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock Attn: S. H. Probert

amount of tons when they are spread on as thin as they were on this Medford job. I think it would be fair to state that the asphaltic concrete was under-estimated.

Will send later explanation on the other projects requested.

Very truly yours,

R. A. Collier
Division Engineer

cc. R. H. Baldock
AC:AWF

R H BALDOCK

131-E

Cost Analysis Final Report June 9,1934

Pacific Highway,Grants Pass Section,L St to No End of Rogue River Bridge,Asphaltic Concrete Paving,Contract 1556,Prefix 17 PH.

United Contract Co.,Contractor
Vic Goodnight,Resident Construction Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Excavation Single Class	568.04	1033.2 Cu Yds	0.55	0.60	619.92
Truck Haul	245.35	675.3 Yd Mi	0.36	0.25	168.83
Lower Course Subbase	928.50	423 Cu Yds	2.19	2.25	951.75
Top " "	1021.15	384.Cu Yds	2.66	2.50	960.00
Class A Asphaltic Concrete	6940.95	910.5 Tons	7.62	8.00	7284.00
Class C " "	5697.45	809 Tons	7.04	7.80	6310.20
Surface Finish Course	480.00	9926 Sq Yds	0.048	0.07	694.82
Force Account # 1,Burning Highspots off old Pavement	61.00				55.42
Total	15942.44				17044.94

NOTED
State Highway Engineer

Gross Earnings	17044.94
Total Cost	15942.44
Net Profit	1102.50

Net Profit equals 6.9 % of Cost

RECEIVED
JUN 11 1934
DIVI

E.H.Clymer

Final Report June 9,1934

[illegible] Grants Pass Section,Asphaltic Concrete Pavement,Contract 1556, [illegible] 17 PH.

United Contracting Co.,Contractors

Labor				
Labor			3879.54	
Supervision (A.B.Harr,Superintendent and Timekeeper)			994.12	
State Industrial Accident Insurance			252.81	
				5126.47
Material				
Grade D Asphalt	81.71 Tons	@ $12.00	980.32	
Freight and Switching Fee on Asphalt	81.71 "	@ 6.34	544.77	
Mineral Aggregate (Rock)	1113 Cu Yds	@ 1.50	1669.50	
" " (Sand)	210 " "	@ 1.50	315.00	
" " (Muck Sand)	122 " "	@ 2.00	244.00	
Lower Subbase Screened Gravel	425 " "	@ 1.30	552.50	
Top Subbase Crushed Gravel	384 " "	@ 1.50	576.00	
				4882.09
Equipment Rental,Supplies and Misc.				
Equipment Rental			1477.28	
Gas,Oil and Grease			548.63	
Fuel Oil			534.63	
Hired Trucks			130.05	
Electric Power Including Installation			111.85	
Freight Moving in Equipment			781.08	
Parts and Repairs			677.58	
Small Tools,Supplies and Misc			317.98	
Hired Teams 326½ Hours @ 45¢			146.93	
Bond			172.87	
Part of Portland Office Expense and Overhead			1035.00	
				5933.88

Cost Grand Total $ 15942.44

E.H.Clymer

is Final Report ne 1934

ay,Grants Pass Section,Asphaltic Concrete Paving,Contract 1556,Prefix 17 PH.

United Contracting Co.,Contractors.

Average Cost of Asphaltic Concrete in Place per Ton. Portable Paving Plant mounted on Rail Road car was used.

	Cost	Quantity	Unit Cost
Freight Moving Equipment	676.29	1765¼ Tons	0.383
Rehabilitate Plant and Set Up	2276.77	"	1.290
Grade D Asphalt including Freight	1498.56	"	0.849
Mineral Aggregate (Rock)	1669.50	"	0.945
Mineral Aggregate (Sand and Muck Sand)	559.00	"	0.317
Fine Grade and Ribbons	227.50	"	0.129
Rental on Paving Plant 25¢ per ton	441.38	"	0.250
Operate Paving Plant	1707.03	"	0.967
Haul Asphaltic Concrete (Av haul ½ mile)	647.51	"	0.366
Lay Asphaltic Concrete	1495.10	"	0.847
Bond	142.89	"	0.081
Supervision and Overhead including part of the Portland Office Expense.	1775.00	"	1.005
Total	13116.53		7.429

Average Bid Price per Ton	$8.093
Average Cost per Ton	7.429
Net Profit per Ton	0.664

Profit equals 8.9 % of Cost

Remarks:

Laid 910¼ Tons Class A Asphaltic Concrete
Laid 809 Tons Class C Asphaltic Concrete
Laid 46 Tons Non Skid (Surface Finish Course)
1765¼ Tons Total

E.H.Clymer

ost alysis Final Report Jun ,1934

Highway,Grants Pass Section,Asphaltic Concrete Paving,Contract 1556,Prefix 17 PH

United Contracting Co.,Contractors.

Remarks:

This job was started Feb 20,1934 and completed March 23,1934.Weather was warm and dry,ideal for Asphaltic Concrete Paving.

The Pavement on the Pacific Highway between L St and the North End of the Rogue River Bridge,1676 Lineal Ft was widened from 20' and 27' to 52' and resurfaced with Asphaltic Concrete.High Spots in old Pavement were burned and raked off on Force Account.

A Portable 1000 pound per batch Paving Plant mounted on a Railroad Car was used.This Plant had not been used for about two years and was out of repair. Rehabilitation cost was high.

The Asphaltic Concrete was spread and raked by hand labor methods.Employes were obtained thru the County Employment Bureau and were not as efficent as a trained picked crew would have been.The contractor worked two five hour shifts per day.Wage scale 55¢ per hour common labor and 65¢ to $1.25 per hour for skilled labor.

Traffic was routed over half of street while paving other half.Curbs acted as ribbons on edge of pavement.Only a few ribbons required at intersections.

Mineral Aggregate and Subbase Gravel was purchased from the Wilcox Sand and Gravel Co located on the Rogue River at Grants Pass. 1445 Cu Yds of Mineral Aggregate was used in 1765½ Tons of Asphaltic Concrete an average of 0.818 Cu Yds per Ton.

Teams and Freznoes were used to move the mineral aggregate from the stock piles to the conveyor hopper. Subgrade was bladed and prepared with blade drawn by team.

Summary of Paving Plant Time

Plant Operating Time	94	hours	87 %
Delay Plant Repairs	11½	"	11 %
" Trucks & Street	2½	"	2 %
	108	"	100%

1765½ Tons of Asphaltic Concrete was produced in 94 hours operating time an average of 18.8 tons per hour.

Asphaltic Cement Used

Average	123.4	pounds	per	ton	Class A Asphaltic Concrete
"	60.2	"	"	"	" C " "
"	40	"	"	"	Non Skid (Surface Finish)

E.H.Clymer

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRM 151-B

April 26, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

A.p. 18662

Form P. R. 2
State Oregon
U.S.Public Works Project No. NRM-131, Section E.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 9th day of May, 1929, a revised project statement, which was approved by the Secretary on the 29th day of June, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section E of said project which were recommended for approval by the United States District Engineer on the 20th day of November, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

nineteen thousand, fifteen and 70/100

dollars ($19,015.70) as the share of the United States payable under said act on account of Section E of said project, which is [illegible] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 7+00 on South Sixth Street at the north end of the Rogue River Bridge and survey station 23+76 at the intersection of South Sixth Street with L. Street**, length **0.317 of a** mil~~e~~s, in **Josephine** County, being Section **E** of **Oregon U.S.Public Works** project No. **NRM-131**, consisting of **0.317 of a** mil~~e~~s of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~ **known locally as the Grants Pass Section of the Pacific Highway between official control points Medford and Grants Pass.**

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 1 of said project shall not in any event exceed the sum of nineteen thousand, fifteen and 70/100 dollars ($19,015.70), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~xxxxxxx~~), the approved total estimated cost of Section 1 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department ~~will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been~~ or will be made available therefor by said State in the manner herein set forth, to wit: Article VI. Maintenance of the project (Include reference to statute authorizing will be by the city of Grants Pass pursuant to its agreement of December 7, 1933 funds and probable amount annually available) with the Highway Department.

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 13 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—3518

CHS By Wilson
Acting Chief, Bureau of Public Roads

1315

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRM-131-B, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 12,015.70 as the total estimated cost of said project, and the sum of $ 12,015.70 as the share of the United States, payable under said acts on account of such project, which is the ~~d[illegible]~~ ~~pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 13 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By L. E. Wilson
Acting Chief, Bureau of Public Roads

Form 338—4M—10-32

1315

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending March 24, 1934 19

Section Grants Pass Municipal

Kind of work Asphaltic paving

Highway Pacific

Section prefix 17 P H

Contractor United Contracting Co

Contract number 1556

Date of contract Dec. 7, 1933 , 193

Date of completion May 31, 1934 , 193

Date work started Feb. 26, 1934 , 193

Estimated date of completion ~~April 15, 1934~~ March 23, 1934 , 193

Amount of contract $ 17,287.00

Per cent of time elapsed 70 %

Estimated cost of completed project, exclusive of engineering $ 16,819.00

Per cent of contract completed, based on total contract price 97.5 %

Engineering costs to date $ 912.50 5.25 %. *Date project was completed* March 23, 1934. 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

This project has been completed.

And have over run the " A " mix asphaltic pavement with under runs on Excavation- Lower course sub base- top course sub base- result is saving to project of $ 470.00 .

The weather for this complete project has been most excellent with the exception of one day of showers on the lower sub base sta. 18 to 23 on east side of street.

Mr. Adlard - Waln - Van Cleave left for Salem this A.M. with Mr. Miller remaining over to help with final records.

RECEIVED
MAR [illegible] 1934

V.L.Goodnight
Box 677, Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.32	.32			.32
Miles partially completed					
Miles completed	.32	.32			.32
Total estimated quantities	1400	1200			1620
Estimated quantities moved or placed to date	1033	825			1700 T
Average daily quantities	----	- ----			150 T
Average daily quantities necessary to complete project on time	-------	------			----
Number shifts per day	-------	-- ----			2
Hours per shift					5
Average force on project for week		2 shifts of			30

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	Josephine COUNTY	Jackson COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	NUMBER USED AND SECURED FROM						
Men	40	3				3	46
Men and teams	4						4
Men and trucks under 3 tons	9						9
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power Graders ...., Rollers 2, Mixers ...., Crushing or screening plants ...., Compressors ...., Bull dozers ...., Sheep-foot rollers ...., . . Railway portable Hot Stuff Plant. . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Fair		
Tuesday	Fair		
Wednesday	Threating		
Thursday	Foggy A.M.		
Friday	Clear		
Saturday	Fair.		

January 4, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Grants Pass Section, Project No. NRM 131-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-131-E

GRANTS PASS SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, December 28, 1933

1,400	cu. yds.	Excavation, Single Classification	$0.60	$ 840.00
700	yd. mi.	Truck Haul	0.25	175.00
800	cu. yds.	Lower Course, Sub-base	2.25	1,800.00
400	" "	Top " " "	2.50	1,000.00
820	tons	Class "A" Asphaltic Concrete	8.00	6,560.00
800	"	" "C" " "	7.80	6,240.00
9,600	sq. yds.	Surface Finish Coat	0.07	672.00
			Sub-total	$17,287.00
			10% Engr. & Cont.	1,728.70
			Total	$19,015.70

Length	0.317 mile
Cost per mile	$59,986.43

National Recovery Municipal Funds Requested $19,015.70

State funds for construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " maintenance: Chap. 41, laws 1927

November 14, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Grants Pass Section, Project No. NRM 131-E.

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-151-E

GRANTS PASS SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 14, 1933

1,400	cu. yds.	Excavation, Single Classification	$ 0.50	$ 700.00
700	yd. mi.	Truck Haul	0.20	140.00
800	cu. yds.	Lower Course, Sub-base	1.50	1,200.00
400	" "	Top " " "	1.75	700.00
820	tons	Class "A" Asphaltic Concrete	8.00	6,560.00
800	"	" "C" " "	7.50	6,000.00
9,600	sq. yds.	Surface Finish Coat	0.05	480.00
			Sub-total	$ 15,780.00
			10% Engr. & Cont.	1,578.00
			Total	$ 17,358.00

Length 0.317 miles

Cost per mile $ 54,757.09

National Recovery Municipal Funds Requested.........................$ 17,358.00

131-E

January 2, 1934

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

We are today forwarding by express an executed copy of contract No. 1556 awarded you by the State Highway Commission for asphaltic concrete pavement construction on the Grants Pass Section of the Pacific Highway in Josephine County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

JM
jn

131-8

December 13, 1933

The United Contracting Co.
311 Stock Exchange Building
Portland, Oregon

Dear Sir:

For use in connection with the Grants Pass Paving Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Courthouse, Grants Pass, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. E. A. Collier
cc Mr. V. L. Goodnight

131-E

December 8, 1933

The United Contracting Co
Stock Exchange Building
Portland, Oregon

Gentlemen:

This is to notify you that the State Highway Commission has awarded you the contract for the construction of the Grants Pass Section of Pacific Highway in Josephine County at your bid price of $17,287.00 submitted on December 7, 1933.

Contract forms will be sent you shortly for your execution; in the meantime you may consider this letter your authority to proceed at once with your construction operations.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the awardof contract, as of this date, for Oregon USPW project NRM 131-E, Grants Pass section of the Pacific Highway, to the United Contracting Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJ Caufield
L. J. Caufield
Highway Engineer

November 18, 1933

Mr. E. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Grants Pass Project (NRM 131-E).

It will not be possible to place the asphaltic concrete pavement which this project calls for until sometime after February 1st, and possibly not until sometime in March or April. It would be possible to do the grading work and to construct the crushed gravel base at once, but the project amounts to less than $10,000, and is, therefore, rather small to handle in two parts. Our plan is to start the grading and base construction at such time as will enable the contractor to carry on his work continuously from the time it is started, and it is our belief that any other procedure will involve considerable extra expense without very materially advancing the date of commencement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

CONTRACT#1557,

[redacted]

NRS 31 U.S.R.S. (Altamont) ~~Canal~~ Sec. 1933

1557

#1557

December 17, 1934

NRS-31

General Casualty Company of America,
C. W. Walls, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

On June 6th we advised you that final payment would be made to the G. E. Stebbins Construction Company in connection with Contract No. 1557 - for the construction of a bridge over U. S. R. S. Canal "X" on the Dalles-California Highway in Klamath County.

We advised you that the total amount which would be paid the contractors in connection with the above project would be $15,225.80 including the final payment. Since that time an adjustment has been made on this contract and the total amount which will now be paid will be $15,697.85.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1557

NRS-31

June 8, 1934

General Casualty Company of America,
C. W. Walls, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1557 for the construction of a bridge over the U. S. R. S. Canal on The Dalles-California Highway in Klamath County near Klamath Falls has been completed by the contractors, C. I. Stebbins Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 18, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,225.80 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to General Casualty Company of America,
Seattle, Washington.

DIRECTORS
O D FISHER
CHAIRMAN OF THE BOARD
JOSHUA GREEN
VICE CHAIRMAN OF THE BOARD
JOHN S BAKER
RALPH H BALDWIN
B F BUCKMASTER
MRS A SCOTT BULLITT
C H CLARKE
NEIL COONEY
J F DOUGLAS
A S ELDRIDGE
E W HALL
H K DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

DIRECTORS
J. A. HUMBIRD
RICHARD E LANG
HENRY McCLEARY
W L McCORMICK
J P McGOLDRICK
J T McVAY
A W MIDDLETON
HARRY T NICOLAI
GEO J OSGOOD
WM G REED
F C TALBOT
R R TITCOMB

CABLE ADDRESS
"GENERAL"

June 5, 1934

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary:

Gentlemen:

RE: BOND NO. 5942 - G. I. STEBBINS CONSTRUCTION COMPANY - Your Contract No. 1557

We are surety on the above captioned bond covering contract with the Oregon State Highway Commission, contract No. 1557, for the construction of a bridge over U. S. R. S. Canal near Klamath Falls on The Dalles-California Highway in Klamath County. We are informed by our Klamath Falls agents that the final total contract price will be several thousand dollars under the original contract price of $16,991.90. Will you be kind enough to furnish us with the final figures so that we may properly adjust our records, allowing the contractor a return premium for the difference.

Yours very truly,

Surety Department

A. Panella
dp

16991.90
15225.80
1766.10

#1557

515-31

May 15, 1934

Mr. H. B. Glaisyer

Dear Sir:

For your information G. I. Stebbins Construction Company have completed their work on the U. S. R. S. Canal "A" Bridge, Contract No. 1557, and we would be pleased to have you secure authorization from the commission to pay the final estimate on this job.

The work was completed on May 2, 1934.

Very truly yours,

W A Reeves
W. A. Reeves

CAG:DK

Approved by Comm. 5/16/34

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USPW NRS-31

POST OFFICE BUILDING
PORTLAND, OREG.

April 12, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Hy.- 18465

Form P. R. 2

U.S.Public Works

State Oregon

Project No. NRS-31

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934 by and between **the Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto**; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:**

Whereas the Highway Department of said State submitted on the **Fifth** day of **September**, 19**19**, a project statement, which was approved by the Secretary on the **Third** day of **November**, 19**19**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [illegible] said project which were recommended for approval by the United States District Engineer on the **22nd** day of **November**, 19**33**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **eighteen thousand, six hundred ninety-one and 09/100** dollars (**$ 18,691.09**) as the share of the United States payable under said act on account of [illegible] said project, which **is** [illegible] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey stations 270+00 and 288+50 both points being on the section line between the SE¼ of Section 13, and the SW¼ of Sec.18, T 39 S, R 9 E, W.M., length 0.350 of a mile~~s~~ in Klamath County, being ~~Section~~ of Oregon U.S.Public Works project No. NRS-31, consisting of 0.331 of a mile~~s~~ of roadway and one bridge~~s~~ ~~each~~ of more than 20 feet clear span, 0.019 of a mile in length, known locally as the Altamont Canal Bridge on the Klamath Falls-Merrill Section of The Dalles-California Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ~~[illegible]~~ ~~of~~ said project shall not in any event exceed the sum of **eighteen thousand, six hundred ninety-one and 09/100** dollars ($**18,691.09**), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ ~~[illegible]~~

~~dollars ($~~ is ~~[illegible]~~), the approved total estimated cost of ~~Section~~ ~~[illegible]~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl G. Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRS-31, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 18,691.09 as the total estimated cost of said project, and the sum of $ 18,691.09 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible] the authorized Federal p[illegible]~~ total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

Acting By
Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1934 3—4529

January 4, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the U. S. R. S. (Allotment) Canal Section, Project No. NRS 31.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-81

U. S. R. S. (ALTAMONT) CANAL BRIDGE SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 2, 1934

EARTH APPROACHES

All Required		Clearing and Grubbing		$ 400.00
20,000	cu. yds.	Excavation, Single Classification	$ 0.29	5,800.00
60	lin. ft.	12" Concrete Pipe	1.10	66.00
30	" "	30" Corr. Iron Pipe	2.85	85.50
1,200	cu. yds.	Moving Maintenance Materials	0.20	240.00
800	" "	Salvaging Surfacing Materials	0.25	200.00
800	" "	Stockpiling and Reloading Salvaged Materials	0.35	280.00
100	yd. mi.	Hauling Salvaged Materials	0.20	20.00
		Sub-total		$ 7,091.50
		10% Engr. & Cont.		709.15
		Total		$ 7,800.65

STRUCTURE

190	cu. yds.	Structural Excavation	$2.00	$ 380.00
10	" "	Excavation below Plans	4.00	40.00
60	" "	Class "B" Concrete	21.50	1,290.00
20	" "	" "A" "	21.50	430.00
70	" "	" "D" "	21.50	1,505.00
20,000	lbs.	Metal Reinforcement	0.052	1,040.00
11	M-FBM	Lumber and Timber	88.00	968.00
55,000	lbs.	Structural Steel	0.063	3,465.00
208	lin. ft.	Composite Handrail	2.80	582.40
All Required		Removal of Old Structure		200.00
		Sub-total		$ 9,900.40
		10% Engr. & Cont.		990.04
		Total		$ 10,890.44

Length of Roadwork	0.331	mile
" " Bridge	0.019	"
Total length	0.350	"

Cost per mile, Roadwork $ 23,866.21

National Recovery Secondary Highway Funds Requested:

Roadwork	$ 7,900.65
Bridge	10,790.44
	$ 18,691.09

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920,
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

no. 21

January 2, 1934

G. I. Stebbins Construction Company
319 Spring Street
Klamath Falls, Oregon

Gentlemen:

We are today forwarding by express an executed copy of contract No. 1557 awarded to you by the State Highway Commission for the construction of a bridge over U.S.R.S. Canal "A" near Klamath Falls on The Dalles-California Highway in Klamath County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

JM
jn

31

Estimate of Cost

# of Oiling

Approaches to U.S.R.S. Canal "A" Bridge

The Dalles-California Highway

O-11 Specification

	Preparation of Base	0.35 Mi.	@ $100.00	$35.00
#	Placing Mineral Aggregate	270 Cu.Yd.	@ 3.75	1012.50
	No. 3 Oil in Place	15 Tons	@ 25.00	375.00
	Cut back Asphalt in Place	4 Tons	@ 26.00	104.00
				$1526.50
	Engineering & Contihgencies			173.50
				$1800.00

# Includes cost of rock figured at $1.75 F.O.B. bunkers at Klamath Falls. Haul is approximately 6 miles.

nro. 31

December 8, 1933

G. I. Stebbins Construction Co.
Klamath Falls
Oregon

Gentlemen:

This is to notify you that the State Highway Commission has awarded to you the contract for the construction of a bridge over U. S. R. S. canal on The Dalles-California Highway in Klamath County at your bid price of $16,991.90 submitted on December 7.

Contract forms will be sent you shortly for your execution; in the meantime you may consider this letter your authority to proceed at once with your construction operations.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRS 31, bridge over U.S.R.S. Canal on The Dalles-California Highway near Klamath Falls, to G. I. Stebbins Construction Company, Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 23, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning three copies of the project statement and sketch map covering Oregon U. S. Public Works project NRS 31.

We are informed that project statements for NRS projects are not required where the secondary project is within the limits of a former Federal Aid project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Enclosures

November 23, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning three copies of the project statement and sketch map covering Oregon U. S. Public Works project NRS 31.

We are informed that project statements for NRS projects are not required where the secondary project is within the limits of a former Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

Enclosures

STATE Oregon
PROJECT NO. NRS 31
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~
~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~
NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) November 9, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916~~ June 16, 1933 (39 Stat., 355), entitled "An Act ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,~~ to encourage national industrial recovery, to foster fair competition and to provide for the construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road U S R S (Altamont) Canal Section, The Dalles-California Highwa
Situated on the line between the S.W. 1/4, Sec. 18, T. 39 S., R. 10 E. and th
2. ~~Between control points of official description~~: S. E. 1/4, Sec. 13, ~~and~~ T. 39 S., R. 9 E.
3. Between intermediate control points if used: ________ and ________

County of Klamath

4. Length in miles (gross) 0.30 (net) 0.30
5. Preliminary estimate of cost: Total, $ 7,000; section of road to be first improved, $ 7,000,

of which $ 7,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ________ (Amount.)

Current income sufficient to insure compl: Chap. 175, laws 1917: Chap. 31, laws 1920
(Source; refer to statute.) Chap. 248, laws 1931

(b) County ________
(Amount.) (Source; refer to statute.)

8—6072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income: Chap. 41, laws 1927 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: Route Report by T. M. Davis, Highway Engineer, B. P. R.

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—5072

STATE Oregon

PROJECT NO. NRH 31
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~
~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~
NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) November 9, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916~~ June 16, 1933 ~~(39 Stat., 355)~~, entitled "~~An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,~~" to encourage national industrial recovery, to foster fair competition and to provide for the construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road U S R S (Altamont) Canal Section, The Dalles-California Highway

Situated on the line between the S.W. 1/4, Sec. 18, T. 39 S., R. 10 E. and the

2. ~~Between control points of official description:~~ S. E. 1/4, Sec. 13, ~~and~~ T. 39 S., R. 9 E.

3. Between intermediate control points if used: ______ and ______

County of Klamath

4. Length in miles (gross) 0.30 (net) 0.30

5. Preliminary estimate of cost: Total, $7,000; section of road to be first improved, $7,000,

of which $7,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

Current income sufficient to insure compl: Chap. 175, laws 1917; Chap. 31, laws 1920 Chap. 248, laws 1931
(Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

8—5072

Scale 1 - 2000 November, 1933.

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income: Chap. 41, laws 1927 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: Route Report by T. M. Davis, Highway Engineer, B. P. R.

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By
As Chairman
(Title of officer.)

By E B Aldrich
As Commissioner
(Title of officer.)

By
As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—6073

Scale 1"=2000' November, 1933.

STATE Oregon

PROJECT NO. NRS 31
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~
~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~
NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) November 9, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916~~ June 16, 1933 (39 Stat., 355), entitled "An Act ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,"~~ to encourage national industrial recovery, to foster fair competition and to provide for the construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road U S R S (Altamont) Canal Section, The Dalles-California Highway
Situated on the line between the S.W. 1/4, Sec. 18, T. 39 S., R. 10 E. and the
2. ~~Between control points of official description:~~ S. E. 1/4, Sec. 13, ~~and~~ T. 39 S., R. 9 E.
3. Between intermediate control points if used: and

County of Klamath

4. Length in miles (gross) 0.30 (net) 0.30

5. Preliminary estimate of cost: Total, $ 7,000; section of road to be first improved, $ 7,000, of which $ 7,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: (Amount.)
Current income sufficient to insure compl: Chap. 175, laws 1917; Chap. 31, laws 1920
Chap. 348, laws 1931
(Source; refer to statute.)

(*b*) County
(Amount.) (Source; refer to statute.)

8—5072

Scale 1"=2000' November, 1933.

7. Funds for maintenance to be provided by State, from the following
(State or (and) county.)

sources: Current Income: Chap. 41, laws 1927
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: Route Report by T. M. Davis, Highway Engineer, B. P. R.

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

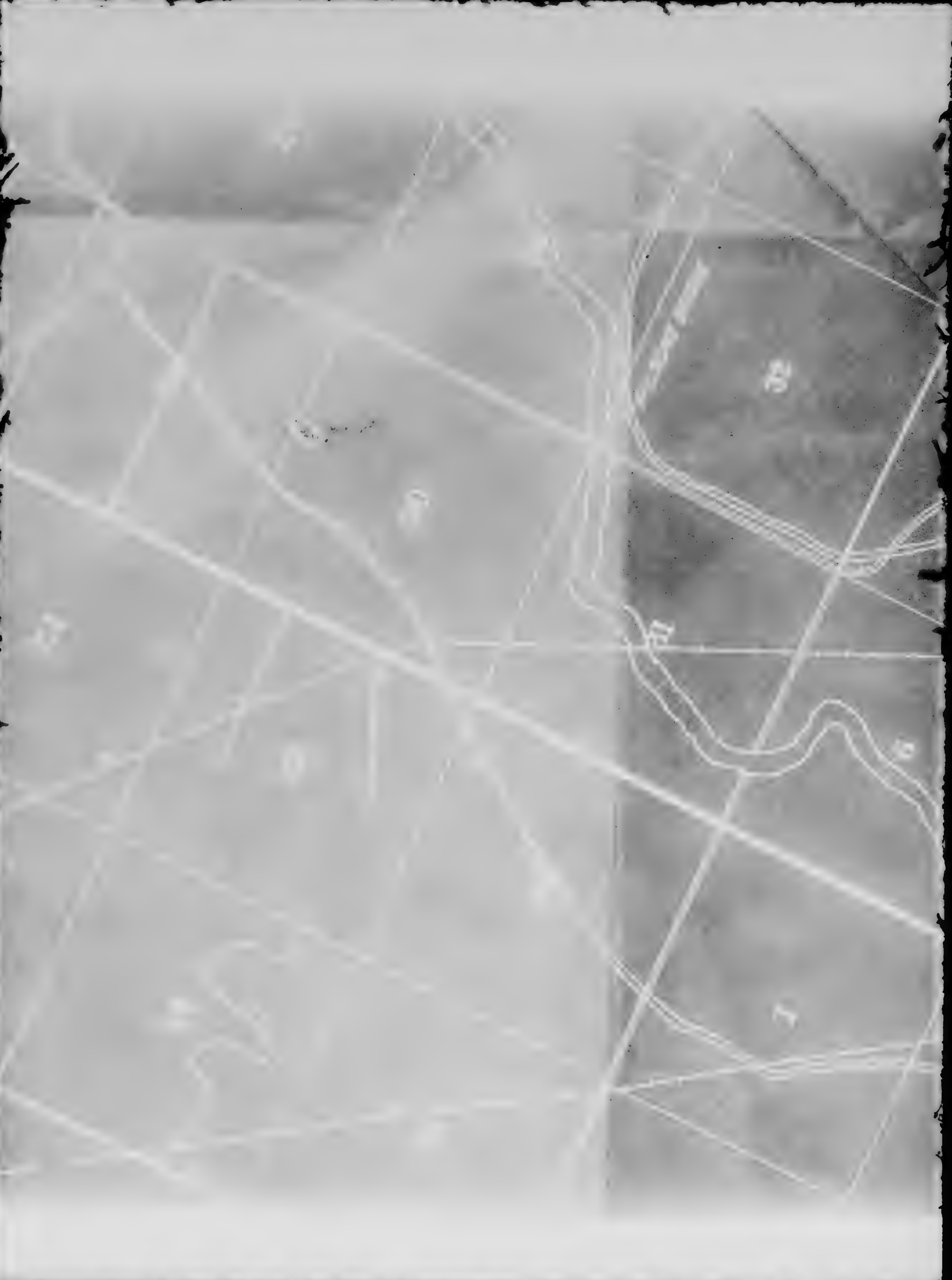
As Commissioner
(Title of officer.)

8—8072

Scale 1"=2000'

November, 1933

2
Altamont



16

RIVER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

DECEIVED
NOV 24 1933
OREGON
STATE HIGHWAY COMMISSION

November 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for Oregon USPW project No. NRS 31, the U.S.R.S. Altamont Canal Bridge and approaches on the Klamath ~~Falls-~~Merrill Section of the Dalles-California Highway.

This is your authority to advertise.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the U. S. R. S. (Altamont) Canal Bridge Section, Project No. NRS-51.

Five sets of layout plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-51

U. S. R. S. (ALTAMONT) CANAL BRIDGE SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 10, 1933.

EARTH APPROACHES

All Required		Clearing and Grubbing		$ 100.00
20,000	cu. yds.	Excavation, Single Classif.	$ 0.40	8,000.00
60	lin. ft.	12" Concrete Pipe	1.20	72.00
30	" "	30" Corr. Iron Pipe	5.00	150.00
1,200	cu. yds.	Moving Maintenance Materials	0.25	300.00
800	" "	Salvaging Surfacing Materials	0.60	480.00
800	" "	Stockpiling and Reloading Salvaged Materials	0.35	280.00
100	yd. mi.	Hauling Salvaged Materials	0.20	20.00
			Sub-total	$ 9,402.00
			10% Engr. & Cont.	940.20
			Total	$ 10,342.20

STRUCTURE

190	cu. yds.	Structure Excavation	$ 4.00	$ 760.00
10	" "	Excavation below Plans	6.00	60.00
60	" "	Class "B" Concrete	23.00	1,380.00
20	" "	" "A" "	25.00	500.00
70	" "	" "D" "	25.00	1,750.00
20,000	lbs.	Metal Reinforcement	0.055	1,100.00
11	M-FBM	Lumber and Timber	100.00	1,100.00
55,000	lbs.	Structural Steel	0.065	3,575.00
208	lin. ft.	Composite Handrail	4.00	832.00
All Required		Remove Old Structure		200.00
			Sub-total	$ 11,257.00
			10% Engr. & Cont.	1,125.70
			Total	$ 12,382.70

Length of Roadwork	0.331	mile
" " Bridge	0.019	"
Total Length	0.350	"

Cost per mile, Roadwork $ 31,245.31

National Recovery Secondary Highway Funds Requested:

Roadwork	$ 10,342.20
Bridge	12,382.70
	$ 22,724.90

November 10, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the U. S. R. S. (Altamont) Canal Section to which has been assigned No. NRS-31.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS 31
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

NATIONAL INDUSTRIAL RECOVERY ACT

Approved June 16, 1933

(Date) November 9, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916~~ June 16, 1933 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction to encourage national industrial recovery, to foster fair competition and to provide for the construction of certain useful public works," ~~of rural post roads, and for other purposes,"~~ as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road U S R 3 (Altamont) Canal Section, The Dalles-California Highway

2. ~~Between control points of official description:~~ Situated on the line between the S.W. 1/4, Sec. 14, T. 39 S., R. 10 E. and the S. E. 1/4, Sec. 13, T. 39 S., R. 9 E.

3. Between intermediate control points if used: ______ and ______

County of Klamath

4. Length in miles (gross) 0.30 (net) 0.30

5. Preliminary estimate of cost: Total, $7,000; section of road to be first improved, $7,000, of which $7,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

Current income sufficient to insure compl; Chap. 175, laws 1917; Chap. 31, laws 1920 Chap. [illegible], laws 1931
(Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

7. Funds for maintenance to be provided by **State** (State or (and) county.), from the following sources: **Current Income: Chap. 41, laws 1927** (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: **Treasurer of the State of Oregon**

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

CONTRACT #1558,
1559,

NRS 223 Sanderson Bridge Proj. 1933
1558
1559

RECEIVED
DEC 22 1938

223-a

December
20th
1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Post Office Building
Portland, Oregon

Dear Sir:

This will acknowledge your letter of December 7 relative to the unsatisfactory condition of Oregon F.A.P. 223-A, Sanderson Bridge and approaches on the Albany-Lyons Secondary Highway, as shown by your maintenance inspection of November 22.

Mr. F. D. Eason, Division Engineer, in company with Mr. I. A. DeFrance, District Maintenance Superintendent, made an inspection of this section on December 15 and reports that it is in very good condition at this time. Mr. Eason states that this section receives a complete blading at least once a week to smooth out the surface but that the roadbed, while well stabilized, is unfillered, thereby making the section very difficult to maintain during the extremely dry weather. Mr. Eason also states he has intentionally refrained from adding filler with the thought that inasmuch as this road is graded to a high standard and is well ballasted, it might be oiled some time in the future, in which case he did not want the filler incorporated in the surfacing. As this section is located in an extremely wet climate during the greater portion of the year, it is in a very good condition at this time.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBMcC/JNB/er

cc J. N. Bishop

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 16, 1933

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
Asst. State Highway Engineer

Attention: Mr. J. N. Bishop.

Dear Sir:

I have your letter of December 15th inclosing a letter from the Bureau of Public Roads, together with pictures presenting the maintenance condition of the Sanderson Bridge Section of the Albany-Lyons Secondary Highway.

I have been over this section several times recently, and it is evident to me that the pictures were taken when, perhaps, the worst condition existed, just at the end of the dry season. The date on the pictures is November 22nd. Since that time, we have been doing considerable work in ditching and brushing, and I have just instructed Mr. DeFrance to put the maintenance crew on this 2-mile section for a couple of days to clean up the matters complained of by the Bureau inspector, and to give it attention as needed with the patrol blade to smooth out the surface.

Our patrol blade covers this whole stretch between the Santiam Junction and Lyons besides other macadam, and Mr. DeFrance assures me that they get over this section at least once a week.

This section of gravel macadam, which is very stable, might be maintained smoother and easier by the insertion of a liberal amount of filler. We have refrained from this, with the thought that perhaps since it is graded to good standard and well ballasted, we might get the section oiled. It is a very suitable section for an oil project.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

163.3

December 7, 1938

REFERRED TO Mr Bishop
Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon F.A.P. #223-A, Albany-Lyons Highway-Sanderson Bridge and approaches was made on November 22.

The report of inspection states that the surfacing is potholed and rough with much large rock on the surface, which is badly worn and shows lack of necessary attention. Pictures illustrating this condition are enclosed.

The report further states that the ditches are weed blocked and apparently have not been cleaned for a long period. It is noted that the shoulders are rough, weed grown, and are covered with large rock. The appearance is classed as very ragged and unkept.

In view of the above conditions, this project has been placed in an "Unsatisfactory" status as far as maintenance is concerned, and it is our request that these conditions be corrected and the project placed in a satisfactory condition.

Yours very truly,

W. H. LYNCH,
District Engineer

By: Caufield
L. J. Caufield,
Highway Engr.

RECEIVED
DEC 14 1938
OF
ENGINEER

Encl.
1 cc - Wash. Office
1 cc - Reg. "

[illegible]
[illegible]

Pictures to accompany [illegible]
Dated 11-22-38
Inspection made by [illegible]
[illegible]

[illegible] 35. [illegible]

[illegible]

[illegible]N FAP #223-A
ALBANY-LYONS HWY.-SANDERSON BRIDGE

CK
NGINEER

Pictures to accompany Inspection Report
Dated 11-22-38
Inspection made by J. F. Cameron, Assoc. Hwy. Engr.

No. 35937 Albany-Lyons Hwy.-Sanderson Bridge Sec. 11/22/38.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

October 28, 1938.

IN REPLY PLEASE REFER TO FILE NO.
122 - 63

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Dear Sir:-

There is attached hereto a copy of Maintenance Superindentent's report concerning the complaint of Rose Holub of Scio that rubbish and trash is being dumped on the right of way of the Albany-Lyons Secondary Highway adjacent to her property.

Very truly yours,

F. D. Eason,
Division Engineer,

by GWRoss

G. W. Ross,
Office Engineer.

GWR:MP
cc J. N. Bishop

FORM B-A-1 9M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Oct. 26, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 26 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. F. D. Eason
Division Engineer
State Highway Dept.
Salem, Oregon

Dear sir:

Herewith correspondence concerning a complaint by Rose Holub of Scio about tin cans dumped in front of her place at the east limits of Scio on the Albany-Lyons Secondary Highway.

I called and discussed the matter with her yesterday, inspected the dump, and agreed to clean up the same. We will place "No Dumping" signs and believe the practice of dumping can be stopped as there are two houses near by.

The dumping of car bodies, probably with the excuse of protecting the slope from erosion, started the dumping and was quickly followed up with general patronage.

Very truly yours

IADeFrance

I. A. DeFrance
Dist. Maint. Supt.

IAD:Q

RECEIVED
OCT 7 1938
FOR FILING
Maint
[illegible]

October 5, 1938

Rose Holub
Scio, Oregon

Dear Madam:

In response to your communication of October 3, regarding rubbish dumped along the highway in front of your property, I have asked Mr. F. D. Eason, Division Engineer, to contact you and make an inspection of the situation.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. F. D. Eason

RECEIVED
1938

22

Scio, Ore,
9 - 3 - 1938

Dear Sir;

I would like for you to see about the rubbish that is dumped here almost in front of our home. Scio has a trash pit but there is ever so much rubbish dumped here any way. We live east just out side of city limits. It's the second on high way to Mill City

Yours Truly. Rose Holub

COMMISSION

IN REPLY PLEASE REFER TO FILE NO.
122 PA

of April concern
Mr. Arnold
the correspondence
gineers regarding
in Linn County,
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yours,

State Highway Engineer

RHB:HT

223

22-5

May 11, 1934

Mr. M. I. C. Arnold
Route No. 1
Albany, Oregon

Dear Sir:

After carefully reading the correspondence and receiving the report of our engineers regarding your fence on the secondary highway in Linn County, advise that fences are a right of way consideration and by law the county is required to furnish us right of way. Therefore, if it is necessary for us to secure any new right of way the movement of the fence would be the obligation of Linn County.

However, if your fence encroached upon the highway right of way, it would be necessary for you to move it back at your own expense.

I would suggest that you confer with the Linn County Court because we are not obligated in either case.

Very truly yours,

State Highway Engineer

RHB:HT

500 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 5, 1934.

IN REPLY PLEASE REFER TO FILE NO.
122 PA
22-5

Mr. R. H. Baldock,
State Highway Engineer
Office.

Dear Sir:

Conforming to your instructions of April 24th concerning an investigation of the complaint of Mr. M. I. C. Arnold (letters attached), please be advised that I called on Mr. Arnold on April 27th but did not find him at home. I again called on May 2nd in company with Mr. Johnson, our resident engineer, and Mr. Senz, the superintendent for the contractor. He again was not at home but we awaited his return in the evening and discussed at considerable length the matter of his fence. The investigation brought forth the following facts and deductions:

As required by law, Linn County obtained the necessary right of way for this Secondary Highway improvement - Sanderson Bridge approaches, now under contract to H. B. Morton by the State Highway Commission. Due to more or less alignment changes from the original county road alignment the county had dealings with and secured strips of right of way from practically all the property owners along the route of this improvement, except Mr. Arnold. There was no change in the line fronting his property and there was no right of way required or obtained from him. The other property owners affected received awards from the county but Mr. Arnold received none. His fence, however, encroached on the highway, as stated in Mr. Arnold's letter, and the county informed him it was an encroachment. Mr. Arnold evidently accepted this decision at that time and said he would move the fence when notified.

When the construction work was getting under way Mr. Johnson, our resident engineer, told the contractor to notify all property owners affected of his intended operations so fences and other encroachments could and would be removed. This Mr. Senz says he did, and particularly did he tell Mr. Arnold, and Mr. Arnold replied, according to Mr. Senz, that he would not move the fence for any value there was in it. The fence was some ten years or more old and the few posts rotted at the ground, with brush and small tree growth interwoven in the wire.

May 5, 1934.

Since Mr. Arnold evidenced no intention by word or act to move the fence Mr. Senz proceeded to do his clearing required under the contract, and in so doing removed the wire as best he could, cutting it in places because of the entanglement, and placed this wire, mostly in rolls, over on Mr. Arnold's property where it now remains.

All the property owners immediately moved their fences and the clearing and grading work proceeded as planned. Mr. Arnold denies that Mr. Senz notified him of his intended clearing work and says no one called on him except Mr. Johnson, whom he thought was the contractor. It would seem to me that Mr. Arnold could hardly be unaware of the construction operations that were getting under way.

Under his claim of not being notified, he thinks his fence should be rebuilt or paid for as the others have been. He says now that he paid for the land up to the center of the road and if he does not own the land to the center of the road, at least he owns it to the old fence (which has been there over ten years) by adverse possession. He also stated that the State and County always has rebuilt fences and he wants a new fence in this instance, or at least new posts set with the old wire replaced. I informed him that the State did not build or rebuild fences unless the State was being compensated in the way of a right of way donation or as part of the consideration for right of way, and the same was true of the County; since no right of way was being secured from him that there was no obligation to rebuild his fence on that score; also, that we could hardly penalize the contractor for taking down the fence if he Mr. Arnold had been notified of the intended clearing operations in conformity with our instructions.

After the clearing was done and fence removed Mr. Senz says that Mr. Arnold again stated to him and other men on the work that he was glad to see the fence had been taken down as he would not have done the work for the salvage value.

May 5, 1934.

Mr. R. H. Baldock - #2.

The County Court members state that Mr. Arnold is a trouble maker and merely wants a new fence, and that his claim should be ignored. It would appear from hearsay that his neighbors likewise have not too good an opinion of Mr. Arnold.

There is just a possibility, it seems to me, that the resurvey of this highway made by the County Engineer several years ago at this point does not conform to the original survey of the county road, and that Mr. Arnold's fence might have been the proper right of way line of the old center line. The County Engineer and his records should prove or disprove this. If Mr. Arnold has any claim for the new fence or compensation for right of way taken on this score, it, of course, is an obligation of the County Court.

I believe the contractor superintendent is telling the truth that he contacted and informed Mr. Arnold of his intended operations, and we have no obligation in the matter.

In Mr. Arnold's letter he states that the contractor, whom he afterwards found to be Mr. Johnson, had been very arbitrary and abusive. I asked Mr. Arnold in what way Mr. Johnson had been abusive, if he had used any vile language or abused him verbally. He said no, not that, but he had been unwilling to see and admit his claim and had gone away in a huff, saying he would take the matter up with the County Court. There was no evidence of what I would call abusive language or action on Mr. Johnson's part.

Yours very truly,

F. D. Eason

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. H. G. Smith
Mr. Wm. E. Chandler

Albany, Oregon.
April 25, 1934.

RECEIVED
APR 26 1934
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

State Highway Commission,
Salem, Oregon.

Gentlemen:

On April 23, 1934, I wrote you a letter regarding the removal of a portion of a fence along my farm adjoining the State Secondary Highway from Crabtree corner to Crabtree in Linn County. I find now that I unintentionally made a misstatement in that letter which I want to correct at once.

I told you in that letter that your engineer Mr. Johnston of Corvallis had not been to see me. Mr. Johnston came to our place this morning and I found then for the first time that he was the same man who had been to see me twice before that I thought was one of the men working for the contractor. Mr. Johnston had never told us who he was and from the way he talked and what he said about things I thought he was working for the contractor and was not the engineer at all.

So I want to correct my statement that he had not been to see us. Otherwise the statements in my letter are correct except that the man I referred to in my letter as being to see me and representing the contractor was Mr. Johnston.

Very respectfully yours,

M J C Arnold

Albany, Oregon.
April 23, 1934.

State Highway Commission,
Salem, Oregon.

Gentlemen:

I own a farm of 150 acres situated about seven miles East of Albany lying on both sides of the South Santiam Highway (running between Albany and Lebanon) and lying on the South side of the State Secondary Highway running from Albany to Sanderson Bridge and thence Eastward to Scio.

About one year ago some viewers located that portion of said State Secondary Highway extending from Crabtree corner to Crabtree. They looked at my land which adjoins the junction of said Secondary Highway with the South Santiam Highway. They told me at that time, however, that they were not taking any of my land but were following the old road at that point in locating the said Secondary Highway.

Later surveys were made for the improvement of this Secondary Highway adjoining my land and at that time I was informed that a portion of my fence was in the road to be improved, that the fence was about two feet in the road at one end and then extending down to a point about 80 rods distant where the fence ran into my field about a foot. I presumed I would have to move the fence so I went to the County Court of Linn County and told them that when they were ready to do that work to let me know so that I could move my fence.

I never heard any more about the matter and when the road improvement company's crew of men came there one day when I was not present and said nothing about the matter and had received no notice from anyone of their intention and tore out my fence along said Secondary Highway for a distance of approximately 80 rods. This was about three weeks ago.

This crew cut the wire in several places and laid the wire back in my grain field and burned up the fence posts. I had a good woven wire fence with the exception that about half the posts were somewhat rotten. The kind of fence I had can be readily determined by the fact that the remainder of the fence is still standing there.

When I discovered that the fence had been torn out I went to the County Court and they said they had nothing to do with the matter and I would have to take it up with the State Highway Commission.

Thereupon I went to the office of the Commission in Salem. I do not know the name of the engineer to whom I was referred but he treated me very courteously and took the matter up with Mr. Johnston your engineer at Corvallis and said Mr. Johnston would call upon me and adjust the matter. Mr. Johnston never came, however, but about two days afterwards some man whom I presume was the contractor or one of his assistants (I do not know his name) came to see me. He was very angry because I had taken the matter up direct with the Commission and said I should have come to him. I told him I did not know whom to see except the Commission and simply was trying to get fair treatment. He was so angry, however, that I had gone direct to the Commission that after abusing me for doing that he left without making any arrangements whatever about the fence.

I waited about a week and Mr. Johnston did not come so I went to the Commission again and saw the same engineer I had seen previously. Thereupon he wrote Mr. Johnston again to come and see me immediately but Mr. Johnston did not come. However, the next day this contractor or his assistant whoever he is came to see me again and discussed the matter with me and asked me what I wanted. I told him I simply wanted the fence put back in as good condition as it was before they tore it out putting the fence back on the line, of course, instead of where it was originally. He refused to do this. He did not claim that he had permission to tear out the fence but he did say, "You can't do anything because I have myself and three witnesses that will say that I went to your house and got permission to tear out the fence before we did it". He did not claim that he had permission but said he could produce the witnesses that he got permission so that I couldn't do anything.

I kept waiting to see if Mr. Johnston would come but he did not come so last Friday, April 28th, I went to the office of the Commission again and the engineer to whom I had talked before told me that Mr. Johnston would be to see me last Saturday. The engineer also told me that if Mr. Johnston did not come for me to write a letter to the Commission and set forth the facts and he would see in making settlement with the contractor that money was withheld to settle the matter before the contractor was paid for his work. Mr. Johnston did not come to see me Saturday so pursuant to the instructions of your engineer I am writing this letter setting forth the facts fully and completely.

What I feel should be done is that the fence should be replaced on my line. I was willing to move the fence myself and was simply waiting notification to move it. Since the contractor, however, cut the wire in several places and burned the posts I feel that he should be compelled to erect the fence on the line in as good condition as it was before he tore it out.

As stated above the contractor or his assistant whoever he is has been very arbitrary and abusive and unwilling to discuss the matter in any fair way. I want to make it plain that the engineer at your office in Salem to whom I talked was very courteous and fair and reasonable and I mention this so that there will be no criticism of him in connection with my writing this letter. The engineer at Corvallis, however, has never been to see me at all as he was instructed to do from your office in Salem.

Thanking you in advance for your attention to this matter, I am,

Very respectfully yours,

M. I. C Arnold

M.I.C. Arnold,
Route No. 1,
Albany, Oregon.

Federal

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 7, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon U.S.Public Works highway project NRS 223-A, Sanderson bridge section of the Albany-Lyons Highway, for which the final voucher was recently submitted.

We do not appear to have received test reports for the reinforcing steel used on this project. Will you please send us copies of the reports so that we can forward the voucher with our recommendation for payment.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Highway Engineer

Ref to Br Egr's
Jon

March 21, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of substitute estimate for the Sanderson Bridge Section, Project No. NRS 223.

The original plans contemplated the construction of one bridge to take care of overflow conditions of the Santiam River but subsequent investigation developed that a shorter span at the location originally specified (approx. Sta. 59+00) and an additional structure consisting of 2 - 19' spans to be constructed at approximate Sta. 64+80 would take care of overflow conditions in a more adequate manner. Accordingly, two 19' spans were eliminated from the original structure and constructed at the new location. The substitute estimate has been revised accordingly.

Five blueprint copies of plan sheet number 5 showing the revised locations for the bridges are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Project
No. NRS 223

SANDERSON BRIDGE SECTION OF THE ALBANY-LYONS HIGHWAY IN LINN COUNTY

(Substitute estimate for vouchering.)

Salem, Oregon, March 19, 1935

Roadwork

All Required		Clearing and Grubbing		$ 200.00
250	cu. yds.	Culvert Excavation	$ 0.50	125.00
37,000	cu. yds.	Embankment in Place	0.36	13,320.00
225	lin. ft.	12" Concrete Pipe	1.25	281.25
150	lin. ft.	18" Concrete Pipe	1.80	270.00
20	lin. ft.	24" Corr. Iron Pipe	2.50	50.00
60	lin. ft.	48" Corr. Iron Pipe	8.00	480.00
2,300	cu. yds.	Crushed Gravel Surfacing	1.25	2,875.00
300	cu. yds.	Filler	0.30	90.00
600	yd. mi.	Hauling Filler	0.20	120.00
			Sub-total	$ 17,811.25
			10% Engr. & Cont.	1,781.12
			Total.................	$ 19,592.37

Bridge (Sta. 59+86 to Sta. 58+43)

1,150	lin. ft.	Treated Piling	$ 1.00	$ 1,150.00
80	cu. yds.	Class "D" Concrete	16.50	1,320.00
18,000	lbs.	Metal Reinforcement	0.047	846.00
22	M-FBM	Treated Lumber and Timber	80.00	1,760.00
292	lin. ft.	Handrail	2.50	730.00
All Required		Removal of Old Structure		100.00
				$ 5,906.00

Bridge (Sta. 64+51 to Sta. 64+13)

500	lin. ft.	Treated Piling	$ 1.00	$ 500.00
23	cu. yds.	Class "D" Concrete	16.50	379.50
5,000	lbs.	Metal Reinforcement	0.047	235.00
8	M-FBM	Treated Lumber and Timber	80.00	640.00
80	lin. ft.	Composite Handrail	2.50	200.00
				$ 1,954.50

Sub-total	$ 7,860.50
10% Engr. & Cont.	786.05
Total	$ 8,646.55

Length of Roadwork	1.807 miles
" " 2 Bridges	.034 "
Total Length	1.841 "
Cost per mile, Roadwork	$ 10,846.48

NRS Funds Requested:

Roadwork- - - - - - - - - - - - - - - - - - - -	$ 19,592.37
Bridges -	8,646.55
	$ 28,238.92

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

VV 223

For Week Ending Sept. 22, 1934

Section Sanderson Bridge

Kind of work Grading and paving.

Highway Albany-Lyons Secondary

Section prefix 102FA

Contractor H.B. Morton

Contract number 1559

Date of contract ..., 193...

Date of completion ..., 193...

Date work started ..., 193...

Estimated date of completion ..., 193...

Amount of contract $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering costs to date, $ 992.00, 5.57%

Date project was completed ..., 193...

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men worked two days getting right of way cost over this job.

Completed work.

SEP 4 1934
DIVISION ENGINEER

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

ws 223

September 7, 1934

General Casualty Company
c/o C. W. Walls, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have been informed by Builders' Supply Company, Corvallis, that it has a claim in the sum of $34.85 against H. B. Morton in connection with the contract that was awarded to him for the grading and surfacing of Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County, being State Highway Contract No. 1559.

The claim is for pipe furnished to the contractor.

This notice is given you as you appear as surety on Mr. Morton's bond.

Very truly yours,

Secretary

HBG:AJ

cc Mr. H. B. Morton
P. O. Box 12
Clarkston, Washington

September 7, 1934

Builders' Supply Company
611 South Second Street
Corvallis, Oregon

Attention of Mr. John N. Ash, Manager

Gentlemen:

Reply is made to your letter of September 6 concerning contractor H. B. Morton and advising us of your claim in the sum of $34.85 against this contractor for pipe furnished him in connection with his contract with the State Highway Commission for the construction of the Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County, which is State Highway Contract No. 1559.

Mr. Morton's headquarters address is P. O. Box 12, Clarkston, Washington. The bond furnished by him in connection with this job was written by General Casualty Company of America for which C. W. Walls is local agent, with offices in the Board of Trade Building, Portland.

We suggest that you communicate with the agent of the bonding company regarding your claim and file notice of your claim with the Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws 1931.

Very truly yours,

Secretary

HBG:AJ

SEWER PIPE
DRAIN TILE
CULVERT PIPE
WATER TROUGHS
PRESTILE
BUILDING BLOCKS
CHIMNEY BLOCKS
FENCE POSTS
FACE BRICKS
SEPTIC TANKS

BUILDERS' SUPPLY COMPANY
CONCRETE PRODUCTS
JOHN W. ASH, MANAGER

611 SOUTH SECOND STREET
CORVALLIS, OREGON

METAL LATH
REINFORCING
CORNER BEAD
HEARTH TILE
DAMPERS
SLATE SHINGLES
ROOFING
PLASTER
CEMENT
LIME

Sept. 6, 1934

RECEIVED
SEP 7 - 1934
OREGON
STATE

#1587

Mr. H. B. Glaisyer, Sec'y
Oregon State Highway Comm
Salem, Oregon

Dear Sir:

Repeated letters to H. B. Morton, Contractor on Santiam River Sanderson Bridge job N R F 223 AA for payment of $34.83 covering pipe furnished by us brings no response.

Will you kindly advise us if Clarkston, Washington is his permanent address and also give us the name of his bonding company.

Thanking you for this favor, we are

Yours very truly,
John W. Ash Mgr/
Builders Supply Company

P.O. Box 12
Clarkston Wn

General Cas Co of Amer
C. W. Waller
207 Trade Bldg
Portland

Secretary.

Dict. by J. McFarland.

#1559

223

July 30, 1934

General Casualty Company of America,
C. W. Walls, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1559 for the construction of the Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County has been completed by the contractor, H. B. Morton, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 9, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $18,436.77 including the final payment. Of this amount $53.45 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 8-2-1 14734 3M 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

#1558

100-1 b 2

Construction
Contracts + Agreements
Completion Reports
NRC 223

July 7, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

This is to advise that Barham Bros. & Henningsen completed all work on the Santiam Overflow Trestle, Contract No. 1558, on June 1, 1934.

We would be pleased to have you secure permission for us to make final payment to the contractor.

Very truly yours

C. B. McCullough
Bridge Engineer

by W A Reeves
W. A. Reeves
Office Engineer

LD

7/9/34 [illegible]

HBG

#1558

nro223

July 6, 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1558 for the construction of a bridge over the Santiam River Overflow Channel on the Albany-Lyons Secondary Highway in Linn County has been completed by the contractors, Barham Bros., & Henningsen, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 16th, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, liens or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the S tate assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $8,083.27 including the final payment. Of this amount $119.08 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to W. H. Burghardt,
463 Ferry St.,
Salem, Oregon.

8
5
3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 5, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon USPW Project No. NRS 223, was made by a representative of this office on June 26, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By JFCameron
J. F. Cameron
Asst. Highway Engineer

Fo.

Portland 104 10m 4-2-34

#155X
Linn Co.
710223

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

June 30, 1934

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Re: 58266-12-78-24 - Barham Bros. & Henningsen

The above captioned contract bond covers contract of Barham Bros. & Hennigsen for the construction of bridge on the Albany-Lyons Secondary Highway in Linn County, Oregon.

We enclose herewith our form inquiry blank which we ask you to complete and return to us, so that we may be advised of the present status of this contract.

Your early attention to this matter will be appreciated.

Yours very truly,

M K Sprott
Assistant Manager

EC

Pd. to date - $7,204.77
Retd $589.54

#1558

NRO 223

June 28, 1934

Barham Bros. & Henningsen,
1010 N. 18th Street,
Salem, Oregon.

Gentlemen:

Please be advised that the time limit on your contract No. 1558- for the construction of a bridge over the Santiam River Overflow Channel on the Albany-Lyons Secondary Highway in Linn County, expired on May 30, 1934.

According to our records the above contract was not completed until June 1, 1934. Kindly make application for an extension of time to June 1st on this contract so that our records will be complete. Your application must be accompanied by the written consent of your surety on the bond.

Very truly yours,

Secretary.

Dict. by J. McFarland.

JK-223

June 8, 1934

General Casualty Company of America
Seattle, Washington

Attention: Mr. Panella

Gentlemen:

Confirming my wire to you of yesterday concerning H. B. Morton's Contract No. 1559 for the grading and surfacing of the Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County, wish to advise that estimate No. 4 for work performed by Mr. Morton during the month ending May 15 is in the amount of $4,064.07. The voucher is now in the hands of the Secretary of State for the issuance of the warrant. We expect the warrant will be delivered to Mr. Morton within the next day or two.

The total amount earned by Mr. Morton in connection with this job is $17,936.12. We have paid to him, including estimate No. 4 mentioned above, the sum of $16,600.28. Our retained percentage is $1,335.84.

The records show that the contract was completed on June 1, 1934. We are unable to advise you at this time the exact amount of the final payment due to the fact that field notes have not yet been received from the Resident Engineer. I am also unable to state whether or not Mr. Morton will be penalized but I am inclined to think that no penalty will be imposed inasmuch as he over-ran the time limit but one day.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

June 5, 1934

H. B. G.

H. B. Morton - Contract No.1559n- Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County, Grading and Surfacing.

Total amount earned -	$17,936.12
Amount paid to date -	$16,600.28
Retained -	- $ 1,335.84 -

Est. #4, amt. $4,064.07 - for work to May 15th - voucher is over at the Secretary of State - warrant will be ready anytime now, perhaps to day.

Contract was completed June 1, 1934 - Unable to give amount of final payment or when same will be made for it will be sometime before the estimate is sent in from the field. The contract over-ran one day and will perhaps have to be extended, unable to advise re penalty but probably will be none.

J. McFarland.

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	✓	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
JUNE 5 1934

GENERAL CASUALTY COMPANY OF AMERICA
SEATTLE WASHINGTON

FINAL ESTIMATE NOW DUE ON NORTON CONTRACT IS IN AMOUNT FOUR THOUSAND SIXTY FOUR DOLLARS SEVEN CENTS STOP RETAINED PERCENTAGE IS ONE THOUSAND THREE HUNDRED THIRTY FIVE DOLLARS EIGHTY FOUR CENTS STOP CANNOT STATE DEFINITELY IF PENALTY WILL BE IMPOSED ACCOUNT HAVE NOT RECEIVED REPORT FROM FIELD ENGINEER STOP LETTER FOLLOWS

H B GLAISYER SECRETARY

(COLLECT)

file

[illegible] this week

Final estimate [illegible] completed this week

RECEIVED
JUN 1934
CONST[illegible]

Signed

Address Corvallis, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

#1559

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

PR56 34 DL=SEATTLE WASH 5 1221P

1934 JUN 5 PM 12 35

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

STATE OF OREGON HIGHWAY COMMISSION=

SALEM ORG=

PLEASE WIRE COLLECT EARNED ESTIMATE NOW DUE AND RETAINAGE DUE JULY FIRST CONTRACT NUMBER ONE FIVE FIVE NINE H B MORTON STOP ALSO ADVISE WHETHER CONTRACT SATISFACTORILY COMPLETED AND IF ANY PENALTY FOR DELAY=

GENERAL CASUALTY CO OF AMERICA PANELLA.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

193

193

193

%

25

%

, 193

ntractors,

ends.

[illegible] completed on June 1st.

I [illegible]

[illegible] this week

Final [illegible] completed this week

RECEIVED
JUN 7 1934
[illegible]

Signed

Address Corvallis, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 2, 1934, 193

Section Sanderson Bridge

Kind of work Grading and Surfacing

Highway Albany- Lyons

Section prefix 1221A 2 - [illegible]

Contractor H.B. Morton

Contract number 1559

Date of contract December 7, 1933, 193

Date of completion May 31, 1934, 193

Date work started December 18, 1933, 193

Estimated date of completion , 193

Amount of contract $ 17811.25

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 17811.25

Per cent of contract completed, based on total contract price %

Engineering costs to date, $ 980.00, 5.5 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party did no work on this section this week.

Contractor finished trimming up and hauled some additional crushed rock on approach road at station 17 + 00 and placed a small amount at the bridge ends.

I wired Bureau of Public roads, that job was completed on June 1st.

Contractor and one man only on job this week

Final estimate will be completed this week

RECEIVED
JUN 7 - 1934
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Corvallis, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.806	1.806			
Miles partially completed					
Miles completed	1.806	1.806			
Total estimated quantities	37000				
Estimated quantities moved or placed to date	38500	2190			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Linn COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						
Men and teams							
Men and trucks under 3 tons	1						
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USPW NRS 223

POST OFFICE BUILDING
PORTLAND, OREG.

April 12, 1934

RECEIVED

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Agm 18477

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-223.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 10th day of November, 1933, a project statement, which was approved by the Secretary on the 27th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ [illegible] of said project which were recommended for approval by the United States District Engineer on the 22nd day of November, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of twenty-eight thousand, two hundred thirty-eight and 92/100 dollars ($ 28,238.92) as the share of the United States payable under said act on account of ~~Section~~ [illegible] said project, which is [illegible] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+16.6 in the NE¼, Section 8, T 11 S, R 2 W, W.M., and survey station 105+80 in the SE¼, Section 3, T 11 S, R 2 W, W.M., (excepting therefrom the existing bridges between survey stations 39+75.4 and 40+15.8 and between survey stations 73+97.67 and 81+76), length 1.841 miles, in Linn County, being ~~Section~~ ~~xxxxxxxxxxxxxxx~~ of Oregon U.S.Public Works project No. NRS-223, consisting of 1.807 miles of roadway and one bridges/~~each~~ of more than 20 feet clear span, 0.034 of a mile in length, known locally as the Sanderson Bridge Section of the Albany Lyons Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section .... of~~ said project shall not in any event exceed the sum of **twenty-eight thousand, two hundred thirty-eight and 92/100** dollars ($**28,238.92**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ **is** ~~)~~, the approved total estimated cost of ~~Section .... of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927 and Chap. 348, Laws of 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By P. St. J. Wilson
cting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRS-223, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 28,238.92 as the total estimated cost of said project, and the sum of $ 28,238.92 as the share of the United States, payable under said acts on account of such project, which ~~d[illegible]~~ is the p~~ro rata share of said~~ total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

By Wilson
Acting Chief, Bureau of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 3—4820

723

March 21, 1934

Mr. Geo. Long
Albany
Oregon

Dear Sir:

Reply is made to your letter of March ~~21~~ 13 in which you say that insufficient waterway is being provided on the west side of the Sanderson Bridge.

The Construction Engineer informs me that 181 lin. ft. of pile trestle relief opening is provided across two separate channels immediately south of the Sanderson Bridge. Originally one 181-lin. ft. relief opening was provided immediately opposite the old bridge; but last fall's high water indicated that a new revetment built recently by the County was diverting the water into two channels. Therefore the 181. lin. ft. relief opening was divided between two bridges, and 2-19 ft. spans were used to replace a 48" pipe which had been originally contemplated.

It is no doubt true that the water gets several feet deep over this section and the grade may hinder the run off somewhat, but it cannot hinder the run off sufficiently to do any damage as 181 lin. ft. is certainly as much relief opening as is justified.

Very truly yours,

State Highway Engineer

RHB:AJ

10M 11-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 19, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In regard to the complaint of George Long, of Albany, that insufficient water way is being provided on the west side of the Sanderson Bridge, I beg to advise that 181 lineal feet of pile trestle relief opening is provided across two separate channels immediately south of the Sanderson Bridge.

Originally the 181 lin. ft. was provided for in one relief opening immediately opposite the old bridge; but last fall's high water indicated that a new revetment built recently by the county was diverting the water into two channels. Therefore the 181 linean feet was divided between two bridges and 2-19 ft. spans were used to replace a 48" pipe which had been originally contemplated.

It is no doubt true as Mr. Long states that the water gets several feet deep over this section and the grade may hinder the run off somewhat; but it cannot hinder the runoff sufficiently to do any damage as 181 lin. ft. is certainly as much relief opening as is justified.

A considerable sum of money has been expended in building revetments and relief for protection of property of minor value and it is considered that they have been very well taken care of.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By H.G.Smith

H. G. Smith,
Construction Engineer.

#1559

February 23, 1934

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

We have your letter of February 8th which was addressed to The County Auditor of Linn County, concerning H. B. Morton.

Please be advised that Mr. Morton has state highway Contract No. 1559 - Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County, grading and surfacing. The bond furnished in connection with this contract was written by the General Casualty Company of America for whom C. W. Walls who has offices in the Board of Trade Building, Portland, Oregon. The amount of the bond is $17,811.25. The completion date of the contract is May 31, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

1559

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

C-31-B

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

February 5, 1934

To the County Auditor of
Linn County,
Albany, Oregon.

Dear Sir:

RE: H. B. MORTON
Lebanon, Oregon

We are informed that Mr. Morton has a contract for the construction of bridge approaches on secondary highway, Linn County.

We will appreciate your supplying us with a complete description of this job, the name of the bonding company, its agent and his address, the amount of the bond and the approximate date of completion of this contract.

For your convenience we enclose herewith a stamped, self-addressed envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA
V. C. Fudge
District Credit Supervisor

LH:B
Encl:1

nro273

January 20, 1934

Mr. Theodore Arens
517 Guaranty Building
Portland, Oregon

Dear Sir:

For use in connection with the Mill City-Gates Grading Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office at 290 Court Street, Salem, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

cc W. E. Chandler

FORM 9-9-1 12523 500 12-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

223

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

January 16, 1934.

IN REPLY PLEASE REFER TO FILE NO. 122 PA

Mr. H. B. Morton, Contractor
Lebanon,
Oregon.

Dear Sir:

With respect to your contract for the grading of the Sanderson bridge approaches in Linn County:-

It is now apparent that the source of the borrow material provided for in said contract has since become to a considerable extent dissipated by recent flood. This was a wholly unforeseen result of storms and in no way anticipated by the State or yourself when the contract was entered into.

The State now proposes to make available to you for borrow material the gravel bar immediately adjoining and north of the Linn County property. On your part it is to be understood that you will supply the borrow material from this new source at the same price and under the same provisions that apply thereto, as set forth in your contract.

If this arrangement meets with your approval you will please signify your acceptance of same by signing and returning the attached copy of this letter.

Yours very truly,

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. R. H. Baldock ✓
Mr. J. M. Devers
Mr. H. G. Smith
Mr. Wm. E. Chandler
Mr. H. B. Morton,
Clarkston, Wash.

[illegible] State Highway Engineer

I hereby agree and accept the above arrangement.

____

January 8, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Sanderson Bridge Section, Project No. NRS 223.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department	National Recovery Secondary Highway Project No. NRS-225

SANDERSON BRIDGE SECTION OF THE

ALBANY-LYONS HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 5, 1934

Roadwork

All Required		Clearing and Grubbing		$ 200.00
250	cu. yds.	Culvert Excavation	$ 0.50	125.00
37,000	" "	Embankment in Place	0.36	13,320.00
225	lin. ft.	12" Concrete Pipe	1.25	281.25
150	" "	18" " "	1.80	270.00
20	" "	36" Corr. Iron Pipe	2.50	50.00
60	" "	48" " " "	8.00	480.00
2,300	cu. yds.	Crushed Gravel Surfacing	1.25	2,875.00
300	" "	Filler	0.30	90.00
600	yd. mi.	Hauling Filler	0.20	120.00
			Sub-total	$ 17,811.25
			10% Engr. & Cont.	1,781.12
			Total................	$ 19,592.37

Santiam Overflow Bridge

1,650	lin. ft.	Treated Piling	$ 1.00	$ 1,650.00
103	cu. yds.	Class "D" Concrete	16.50	1,699.50
23,000	lbs.	Metal Reinforcement	0.047	1,081.00
30	M-FBM	Treated Lumber and Timber	80.00	2,400.00
372	lin. ft.	Composite Handrail	2.50	930.00
All Required		Removal of Old Structure		100.00
			Sub-total	$ 7,860.50
			10% Engr. & Cont.	786.05
			Total................	$ 8,646.55

Length of Roadwork	1.807 miles
" " 3 Bridges	0.189 "
Total length	1.996 "
Cost per mile	$ 10,842.48

National Recovery Secondary Funds Requested:	Roadwork	$ 19,592.37
	Bridge	8,646.55
		$ 28,238.92

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 248, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

nos 223

January 2, 1934

Mr. H. B. Morton
Scio, Oregon

Dear Sir:

We are today forwarding a copy of Contract No. 1559 awarded to you for the grading and surfacing of the Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County. This is for your records and files.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

JM
jn

December 26, 1933

Barham Bros. & Henningsen
1010 N. 18th Street
Salem, Oregon

Gentlemen:

We hand you herewith for your records and files an executed copy of the contract awarded to you by the State Highway Commission for the construction of a bridge over the Santiam River Overflow Channel near Albany on the Albany-Lyons Secondary Highway in Linn County.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:
jn

Tues 223

December 13, 1933

Mr. H. B. Morton
P. O. Box #12
Clarkston, Washington

Dear Sir:

For use in connection with the Sanderson Bridge Grading and Surfacing Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Post Office Building, Albany, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

Encl.

cc Mr. W. H. Chandler
cc Mr. D. C. Johnson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon NRS 223, bridge over Santiam overflow channel on the Albany-Lyons Secondary Highway near Albany, to Barham Bros. & Henningsen, Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon NRS 223, the Sanderson Bridge section of the Albany-Lyons secondary highway, to H. B. Morton, Clarkston, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

November 29, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on November 27 approved the project statement for Oregon U. S. Public Works project No. NRS 223, involving the improvement of 2.0 miles of road between a point on Federal Aid route No. 37, and a point approximately .9 of a mile west of Crabtree enroute to Lyons, In Linn County.

We quite frequently find it convenient to refer to "Mile Posts" in the description of Oregon projects. It would be quite helpful if these mile posts were shown on the Project Statement Sketch Maps and on Plan Title Sheets.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. ANDREWS
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
NOV 24 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

The plans, specifications and estimate for Oregon NRS 223-A, the Sanderson Bridge section of the Albany-Lyons ~~Highway,~~ have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Sanderson Bridge Section, Project No. NRS-223.

Five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-223

SANDERSON BRIDGE SECTION OF THE
ALBANY-LYONS HIGHWAY IN LINN COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 18, 1933

Roadwork.

All Required		Clearing and Grubbing		$ 400.00
250	cu. yds.	Culvert Excavation	$ 0.25	62.50
37,000	" "	Embankment in Place	0.35	12,950.00
225	lin. ft.	12" Concrete Pipe	1.50	337.50
150	" "	18" " "	2.25	337.50
20	" "	24" Corr. Iron Pipe	3.00	60.00
60	" "	48" " " "	7.00	420.00
2,300	cu. yds.	Crushed Gravel Surfacing	2.10	4,830.00
300	" "	Filler	0.50	150.00
600	yd. mi.	Hauling Filler	0.15	90.00
			Sub-total	$ 19,637.50
			10% Engr. & Cont.	1,963.75
			Total	$ 21,601.25

Santiam Overflow Bridge

1,650	lin. ft.	Treated Piling	$ 1.00	$ 1,650.00
103	cu. yds.	Class "D" Concrete	22.00	2,266.00
23,000	lbs.	Metal Reinforcement	0.06	1,380.00
30	M-FBM	Treated Lumber and Timber	90.00	2,700.00
372	lin. ft.	Composite Handrail	4.00	1,488.00
All Required		Removal of Old Structure		350.00
			Sub-total	$ 9,834.00
			10% Engr. & Cont.	983.40
			Total	$ 10,817.40

Length of Roadwork	1.807 miles
" " 3 Bridges	0.189
Total length	1.996 "
Cost per mile, Roadwork	$ 11,954.20

National Recovery Secondary Funds Requested:	Roadwork	$ 21,601.25
	Bridge	10,817.40
		$ 32,418.65

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Sanderson Bridge Project, Grading and Surfacing, (NRS 223).

This clause requires the contractor to start the work immediately and to prosecute it vigorously through the winter months and until completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

Encl.

November 10, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Sanderson Bridge Section, to which has been assigned No. NRS-223.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon
PROJECT NO. NRS 223
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~[illegible]~~

NATIONAL INDUSTRIAL RECOVERY ACT

Approved June 16, 1933

(Date) November 10, 1933.

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved June 16, 1933, ~~July 11, 1916~~ (39 Stat., 355), entitled "An Act to encourage national industrial recovery, to foster fair competition and to provide for the construction of certain useful public works," ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes~~" as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Sanderson Bridge Section, Albany-Lyons Highway
2. Between ~~control points of official description~~ a connection with Fed. Route No. 37 in Sec. 8, T. 11 S., R. 2 W. and ~~and~~ a point in S. ½, Sec. 3, T. 11 S., R. 2 W.
3. Between intermediate control points if used: and

County of Linn

4. Length in miles (gross) 2.0 (net) 2.0
5. Preliminary estimate of cost: Total, $ 29,375; section of road to be first improved, $ 29,375, of which $ 9,375 is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current income sufficient to insure compl: Chap. 175, laws 1917; Chap. 31, laws 1920
Chap. 248, laws 1931
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State, from the following
(State or (and) county.)

sources: Current Income; Chap. 41, laws 1927
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

[illegible] 8—[illegible]

COUNTY
COUNTY
Second
27
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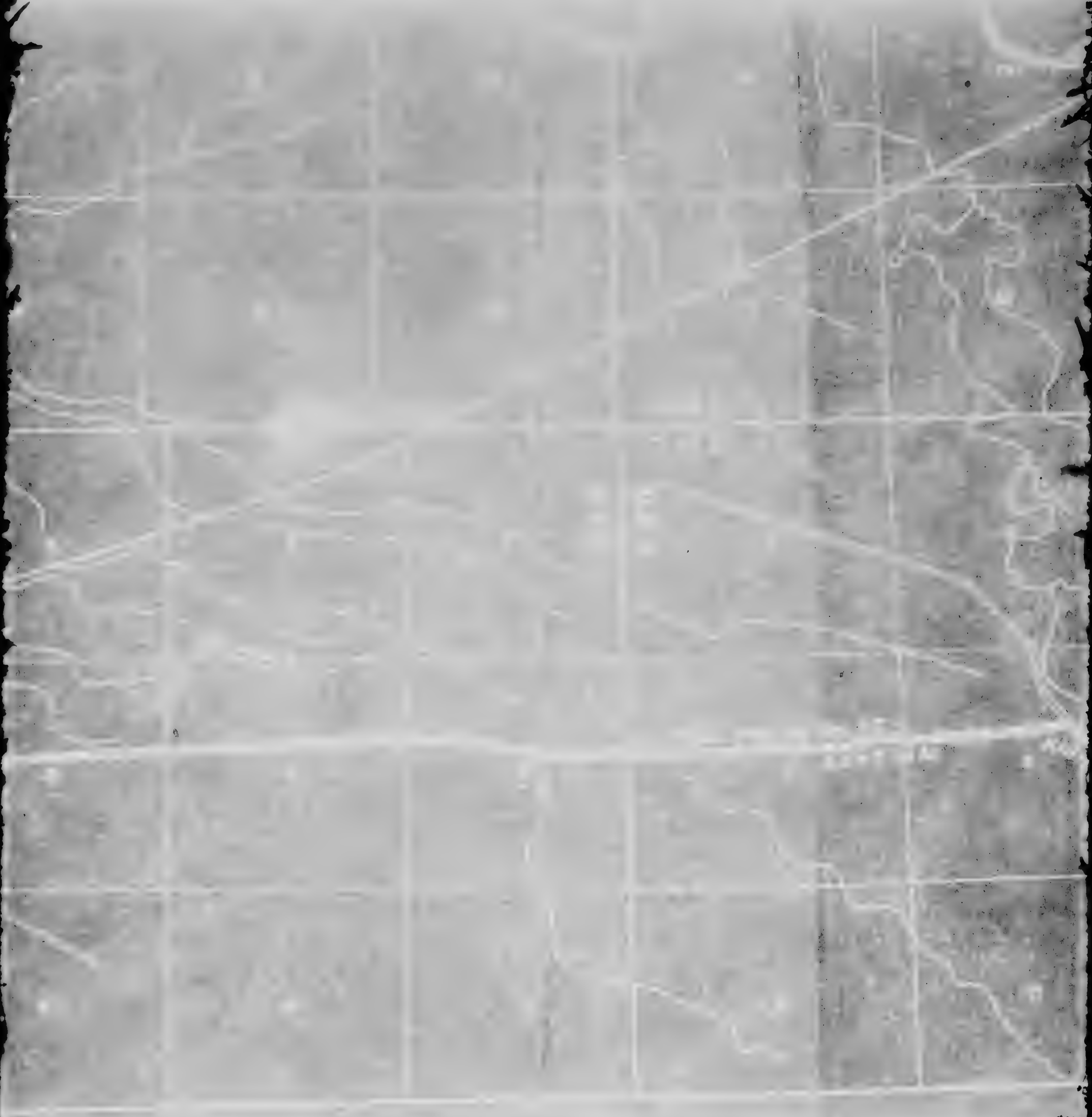
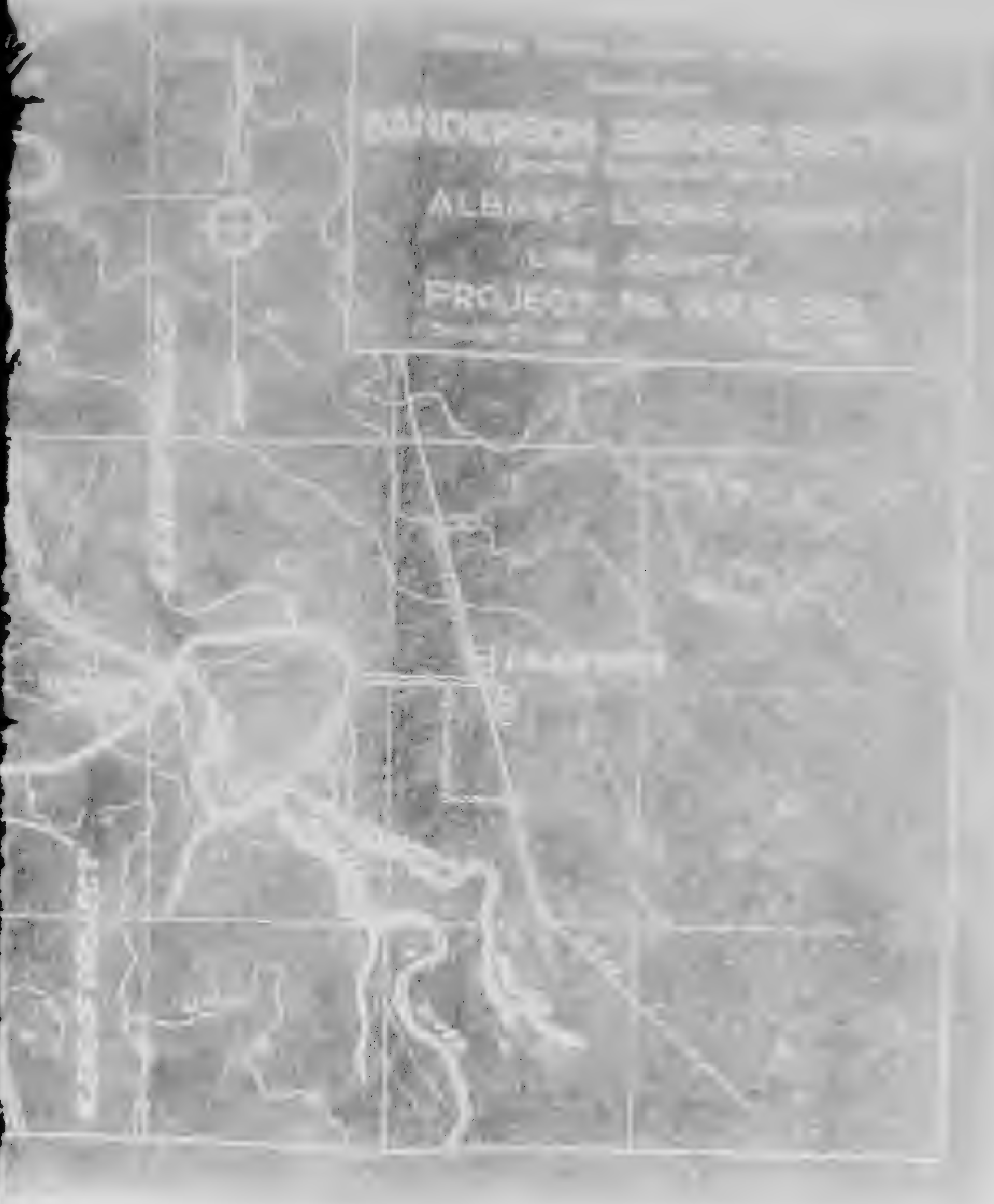


SANDERSON BRIDG
ALBANY- LYONS
LINN COUNTY
PROJECT No. N.R.
CRABTREE
RIVER


SANDERSON
ALBANY
PROJECT

CONTRACT#1559,

SEE:

CONTRACT#1558,

CONTRACT#
1561,1577,

NRS 213-C Cummings Hill Municipal 1933
Project

1561
1577

RECEIVED
MAY 25 1937
FOR FILING
213-C

May 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Cummings Hill Section, Project No. FAS 213-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-C

CUMMINGS HILL SECTION OF THE NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 20, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway- -$ 42,780.25
Total Cost, Undercrossing Structure- - - - - - - - - - - - - - - - - -$ 14,607.74
NRS Funds Paid, Roadway- -$ 42,451.46
NRS Funds Paid, Undercrossing Structure- - - - - - - - - - - - - - - -$ 13,490.13
Length - 2.186 miles

NEW WORK

2.19	miles	Preparation of Base	$ 75.00	$ 164.25
800	cu. yds.	Furnishing and Placing Mineral Aggregate	3.45	2,760.00
62	tons	Emulsified or Cutback Asphalt in Place	23.30	1,444.60
52	tons	Tar in Place	20.00	1,040.00
		Subtotal		$ 5,408
		10% Engr. & Cont.		540
		Total		$ 5,948

Length 2.186 miles
Cost per mile $ 2,720

Federal Aid Funds Requested- -$ 3,630
State Funds- 2,318

$ 5,948

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-C

CUMMINGS HILL SECTION OF THE NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany oiling specifications. Not as basis for project agreement.)

Salem, Oregon, April 9, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 42,780.25
Total Cost, Undercrossing Structure	$ 14,607.74
NRS Funds Paid, Roadway	$ 42,451.46
NRS Funds Paid, Undercrossing Structure	$ 13,490.13
Length	2.186 miles

NEW WORK

2.19	miles	Preparation of Base	$ 200.00	$ 438.00
800	cu. yds.	Furnishing and Placing Mineral Aggregate	3.75	3,000.00
62	tons	Emulsified or Cutback Asphalt in Place	27.00	1,674.00
44	tons	No. 3 Road Oil in Place	26.00	1,144.00
52	tons	Tar in Place	22.00	(Alternate)
			Subtotal	$ 6,256
			10% Engr. & Cont.	625
			Total	$ 6,881

Length	2.186 miles
Cost per mile	$ 3,147

Federal Aid Funds Requested	$ 4,200
State Funds	2,681
	$ 6,881

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary project FAS 213-C, the Cummings Hill section of the Nehalem Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Const.
Cong. & Agree.
Washington Co.

#1577

MRS 213-C

May 27, 1935

Pacific Iron Works,
2901 N. E. Clackamas Street
Portland, Oregon

Attention: J. J. Hannon,
Vice-President

Gentlemen:

This acknowledges receipt of your letter of February 21 directed to the Secretary of State in which you advise that you have received settlement in full for your claim against Johnson & Pierce for services rendered in connection with their contract with the Oregon State Highway Commission for the construction of the railroad bridge over the Nehalem Secondary Highway, about 4 miles north of Buxton, State Highway Contract No. 1577.

I am noting this release of claim in the records of the State Highway Commission. However, I am forwarding your letter to the Secretary of State inasmuch as it is directed to him but I am keeping a copy for the Highway Commission record.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Secretary of State

cc - Johnson & Pearce,
5840 No. Commercial St.,
Portland, Oregon

cc - Aetna Casualty & Surety Co.
Yeon Building
Portland, Oregon

PACIFIC IRON WORKS

2901 N.E. Clackamas Street
Portland, Oregon

COPY

Febr 21 1935

Secretary of State,
Salem, Oregon.

Dear Sir:-

This is to advise you that on this date we received settlement in full for all claims of any nature whatsoever, in connection with our work done for Johnson & Pierce, 5840 North Commercial Street, Portland, Oregon, on the Cummings Hill Under Crossing, which is known as State Highway contract No. 1577.

Yours very truly,

PACIFIC IRON WORKS

By J. J. Hannan
Vice-President

JJH:L

c.c. Aetna Casualty & Ins. Co.

#1577

213-C

March 7, 1935

Honorable Earl Snell
Secretary of State
Capitol Building

Dear Sir:

I wish to thank you for your letter of March 6th enclosing a copy of a letter directed to you by Carey, Hart, Spencer & McCulloch advising thatthe claim of their clients, the United Railways Company, against highway contractors Johnson and Pearce for work performed on the Cummings Hill undercrossing, contract No. 1577, has been satisfied. I am passing this information along to the contractor and surety on their bond.

Very truly yours,

HBG:OG

Secretary

March 7, 1935

Aetna Casualty Insurance Company
Bates, Lively and Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto for your information is a copy of a letter from Carey, Hart, Spencer & McCulloch, attorneys, Portland, directed to Earl Snell, Secretary of State, advising that claim of the United Railways Company against Johnson and Pearson, highway contractors for the construction of the Cummings hill undercrossing, contract No. 1577, has been paid in full. This information is given you since you appear as surety on the bond furnished by the contractors in connection with this job.

Very truly yours,

Secretary

HBG:OG
encl.

cc Johnson & Pearce
5840 N. Commercial St.
Portland, Oregon

GEO. H. FLAGG
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 6,1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed a copy of a letter from Carey, Hart, Spencer and McCulloch advising that a notice of claim by United Railways Company against Johnson and Pearce for work on the Cummings Hill undercrossing, contract No. 1577, has been satisfied.

The records of this office do not show a notice of claim on file by United Railways Company.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 1

COPY

CAREY, HART, SPENCER & MC CULLOCH

Law Offices

1410 Yeon Building

Portland, Oregon

March 5, 1935.

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

United Railways Company has heretofore filed a claim with your office in connection with the contract of Johnson and Pearce for work at the Cummings Hill undercrossing, known as State Highway Contract No. 1577.

This is to advise you that United Railways Company has now received full settlement of all its claims against Johnson and Pearce and that the claim filed in theoffice of the Secretary of State may be withdrawn.

Yours truly,

CAREY, HART, SPENCER & MC CULLOCH

#1577

213 C

February 4, 1935

Aetna Casualty & Surety Company,
Dates,Lively & Pearson, Agents,
Yeon Building,
Portland,Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1577 for the construction of the Cummings Hill Undercrossing on the Nehalem Secondary Highway in Washington County near Buxton has been completed by the contractors, Johnson & P earce, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 14, 1935.

The State is not advised of any unpaid claims against this contract except that of the Pacific Iron Works in amount of $90.53 for material furnished. You are advised that the State assumes no responsibility for this claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $10,921.84 including the final payment. Of this amount $241.10 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

[illegible]

January 4, 1935

213 C

Mr. George A. Mercer, Adjuster
Aetna Casualty and Surety Company
Yeon Building
Portland, Oregon

Attention: Mr. Carl V. Mautz

Dear Sir:

Replyis made to yours of January 3rd regarding the Johnson and Pearce contract No. 1577 for the construction of the Cummings Hill Undercrossing in Washington County.

Our records show that this job was completed June 19, 1934, and was accepted by formal action of the State Highway Commission on July 2nd, 1934. Our records also show that we have not yet paid the final estimate due to the fact that the contractor and our Bridge Department have not been able to reach an agreement withregard to several items. Our retained percentage amounts to $680.25. The final payment will probably be in excess of the amount of the retained percentage, but justhow much in excessI am unable to state at the present time.

Claims on record in the office of theState Highway Commission against this job, are as follows:

W. E. Wyttenbeg for overtime work, amount not stated.
Claim of Pacific Iron Works in the sum of $90.63 for steel fabrication.

Very truly yours,

HBG:OG

Secretary.

#1577
Wash. Co

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,
Jan. 3, 1935

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract 1577 Johnson and Pearce

Dear Sir:

Please advise whether any funds due this contractor are being withheld and if so, the amount of same. Please also advise us whether any claims have been filed against this contract other than that of the Pacific Iron Works.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Mautz

CVM. V

H

January 4, 1935

Mr. Glaisyer:

In regard to the attached letter of Geo. Mercer, concerning the Johnson & Pearce Contract No. 1577 for the construction of the Cummings Hill Undercrossing in Washington County:

This contract was completed June 19, 1934 and was accepted July 2, 1934. The total amount paid to date is $9,717.71 and the retained percentage is $680.25. Final payment has not been made for the reason that the Bridge Dept. has not been able to reach an agreement with the contractors on certain items. The estimated amount due the contractors is $1,207.41. However, this amount may be changed.

J. McFarland.

Claims:

10- 8- 34 Claim W. E. Wyttenbeg for overtime, amount not stated.

1- 2- 35 Claim Pacific Iron Works $90.63 for fabricating steel.

#1577

213C

January 2, 1935

Aetna Casualty & Surety Co.,
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Pacific Iron Works against the bond furnished by Johnson & Pearce in connection with State Highway Contract No. 1577 covering construction of the Cummings Hill Undercrossing on the Nehalem Secondary Highway in Washington County. This claim amounts to $90.65 and represents fabricating steel for said contractor.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
encl.

cc - Johnson & Pearce,
5840 No. Commercial St.,
Portland, Oregon

January 2, 1935

Hon. P. J. Stadelman,
Secretary of State
CAPITOL BUILDING

Dear Sir:

This is to acknowledge receipt of your letter of December 28 with attached copies of notice of claim which has been filed by the Pacific Iron Works against Johnson & Pearce for fabricating steel furnished said contractor in connection with State Highway Contract No. 1577 covering construction of the Cummings Hill Undercrossing on the Nehalem Secondary Highway in Washington County.

In accordance with our usual practice we are today sending copies of this notice of claim to the surety and the contractor.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

December 28, 1934

State Highway Commission
Salem, Oregon

Gentlemen: Attention H. B. Glaisyer, Secretary

There was received and filed as December 19th, a notice relative to a claim by Pacific Iron Works for fabricating steel in the amount of $90.63, against the contractors, Johnson & Pearce for work on the Cummings Hill Undercrossing.

A copy of the notice is enclosed for your information and files and two additional copies, one of which may be forwarded to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

P. J. Stadelman
Secretary of State

EL

Enc. 3

PACIFIC IRON WORKS
Structural Steel Fabricators

Telephone Garfield 0220
2901 N. E. Clackamas Street
PORTLAND, OREGON

Dec. 18 1934

Secretary of State.
Salem Oregon.

Dear Sir:-

Notice hereby given that the Pacific Iron Works., Inc., an Oregon corporation, has a claim for fabricating steel for what is know as the Cummings Hill Undercrossing, against contractors, Johnson & Pearce, 5840 N. Commercial St.,Portland, Oregon, amount $90.53, a copy of invoice for which is hereto attached.

Please see that our interests in the matter are protected.

Will you please acknowledge receipt of this letter and accept our thanks for your kind consideration.

Yours very truly,

PACIFIC IRON WORKS.

By J. J. HANNON

Vice-President

JJH;L
enc;

PACIFIC IRON WORKS
Structural Steel
Steel Buildings and Bridges
Architectural Steel
Bridge Rods
Castings

Portland, Oregon, Dec. 1, 1934

SOLD TO Johnson & Pearce
5840 N. Commercial St., Portland, Oregon

Terms Net Cash-No Discount Allowed

Billed May 23, 1934-Cummings Hill Undercrossing

32,580# @ 3.75	$1221.75		
Extra Painting	78.00	$1299	75
June 16, 1934-Cash to apply on this account		1209	22
Balance		90	53

ENDORSED:
File No. 2467
Filed Dec. 19, 1934, P. J. STADELMAN, Secretary of State

#1577

213 C

December 24, 1934

Pacific Iron Works
2901 N. E. Clackamas Street
Portland, Oregon

Attention of Mr. J. J. Harriman, Vice-President

Gentlemen:

This acknowledges receipt of your letter of December 18 advising of your claim in the sum of $90.53 against Johnson & Pearce, contractors, to whom the State Highway Commission awarded the contract for the construction of the Cummings Hill Undercrossing on the Nehalem Secondary Highway in Washington County, being State Highway Contract No. 1577.

In connection with this project, the contractors were required to furnish the State with a surety bond for the protection of claims incurred against the job. We offer this bond to you for the protection of your claim. The bond was written by the Aetna Casualty & Surety Company for which Bates, Lively & Pearson are local agents with offices in the Yeon Building, Portland. We suggest that you take the matter up with the agents of the bonding company in the event that you are unable to secure satisfaction from the contractors. Would also suggest that you file notice of claim with the Secretary of State in conformance with the provisions of Chapter 280, Laws of 1931, a mimeographed copy of which is enclosed.

In conformance with our usual practice, we are today notifying the bonding company and the contractors that your claim has been filed.

Very truly yours,

Secretary

HBG:AJ

December 24, 1934

Aetna Casualty & Surety Company
c/o Bates, Lively & Pearson, Agents,
Yeon Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have received a notice of claim from the Pacific Iron Works, Portland, concerning its claim against Johnson & Pearce, being for steel fabrication for the Cummings Hill Undercrossing on the Nehalem Secondary Highway, State Highway Contract No. 1577. A copy of the statement filed in this office is enclosed for your information.

We are advising you of this matter inasmuch as you appear as surety on the bond furnished by Johnson & Pearce in connection with this job.

Very truly yours,

Secretary

HBG:AJ

cc Johnson & Pearce
5840 N. Commercial St.
Portland, Oregon

VICE PRES. & GENERAL MGR.

PACIFIC IRON WORKS

STRUCTURAL STEEL FABRICATORS

TELEPHONE GARFIELD 0330
2301 N.E. CLACKAMAS STREET
PORTLAND, OREGON

Dec 18 1934

State Highway Commission,
Salem Oregon.

Attention J.N. Deavers, Asst. Atty General:

Notice is hereby given that the Pacific Iron Works Inc., an Oregon corporation, has a claim for fabricating steel for what is known as the Cummings Hill Undercrossing, against contractors, Johnson & Pearce, 5840 N Commercial St. Portland Oregon, amount $90.53, a copy of invoice for which is hereto attached.

Please see that our interests in the matter are protected.

Will you please acknowledge receipt of this letter and accept our thanks for your kind consideration.

Yours very truly,

PACIFIC IRON WORKS.

By
Vise-President.

H:L

BRIDGES - BUILDINGS - TOWERS

PHONE GARFIELD 0220

PACIFIC IRON WORKS
INCORPORATED
STRUCTURAL STEEL
STEEL BUILDINGS AND BRIDGES
ARCHITECTURAL STEEL

MEMBER OF THE UNITED METAL TRADES ASSOCIATION OF THE PACIFIC COAST

CARRY IN STOCK:
STEEL BEAMS
CHANNELS
ANGLES
PLATES
TEES

OFFICE AND WORKS:
EAST 29TH AND CLACKAMAS STREETS

PORTLAND, OREGON.

Dec 18 1934

Sold to

Johnson & Bearce
5840 N Commercial St.
Portland Oregon.

Billed May 23, 1934- Cummings Hill Undercrossing

32,580# @ $3.75	$1221.75	
Extra painting	78.00	$1299.75
June 16, 1934- Cash to apply on this account		1209.22
	Balance	90.53

#1577
Wash. Co

December 6, 1934

213 C

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Fred C. Reed.

Gentlemen:

Receipt is acknowledged of your letter of December 5th concerning the Johnson & Pearce Contract No. 1577 - Cummings Hill Undercrossing near Buxton in Washington County.

Please be advised that this contract was completed on June 19, 1934 and was accepted July 2, 1934. Final payment has not yet been made. The total amount paid the contractors to date is $9,717.71 and the retained percentage is $680.25.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1577
Wash. Co.

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

December 5, 1934.

RECEIVED
DEC 6 1934
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 1577 - Johnson & Pearce

Will you kindly advise us if final payment has been made on the above numbered contract covering an over head crossing on the Nehalem Secondary Highway in Washington County.

We would also appreciate your advising us as to the total amount paid under the contract.

Very truly yours,

BATES, LIVELY & PEARSON

FCR/J By Fred Reed

[illegible] 19. 1934

[illegible] 21, 1934

$1100.00 [illegible]

Pd. to date $9,717.71
Ret'd. $180.25

#1577

213-C

October 9, 1934

Aetna Casualty & Surety Co.,
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have received a communication from Mr. W. E. Wyttenbeg of Beaverton, Oregon stating that he has a claim against Johnson & Pearce for wages due him for overtime put in on the construction of the Cummings Hill Undercrossing near Buxton, State Highway Contract No. 1577. The amount of the claim is not stated.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Johnson & Pearce,
5840 No. Commercial St.,
Portland, Oregon

213-C

October 9, 1934

Mr. W. E. Wyttenbeg
Route 1, Box 295
Beaverton, Oregon

Dear Sir:

The following information is given you in response to your letter of October 5 which has just been received:

Contract No. 1577 - covering construction of the Cummings Hill Undercrossing near Buxton on the Nehalem Secondary Highway, Washington County; awarded to Johnson & Pearce on January 3, 1934. Contract completed on June 19, 1934 and accepted by the State Highway Commission on July 2, 1934. Amount of Contract - $9,070.00; Bond - $9,070.00 Surety - Aetna Casualty & Surety Co., Bates, Lively & Pearson, Yeon Bldg., Portland.

Mr. Johnson's address is 5840 No. Commercial Street, Portland, which is the address given for this partnership. Mr. Tom R. Pearce's home is at Grants Pass.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

Oct. 5-34.

213-C

#1561

213-C

To State Highway Dept.

Dear Sirs

Some days ago I filed a claim for wages, due on hours of over time work against Johnson & Pierce, Contractors.

This claim was filed with C. H. Gram, Commissioner of the state bureau of labor. They have requested the Portland address of each of these contractors.

I worked for these contractors on a bridge trestle at Hill Top several months ago. Was sent on this job by Leon Davis, F.E.R.A. Placement Mngr. of Hillsboro

---

ptember 28, 1934

te Highway Contract No.
ill Section of the Nehalem
been completed by the
ttlement will be made
done under said cont-

unpaid claims for labor
aims, debts, dues or
h work and remaining
State assumes no respons-
o any.

you appear as surety
tor. Kindly acknowledge

dvise that the total
sion with this contract
ent. Of this amount

urs,

Secretary.

Dict. by J. McFarland,

#1561

213-C

September 28, 1934

He suggested that I write you for this information.

Yours Truly

Mrs. W.E. Wyttenberg
Route 1 Box 295
Beaverton Oregon.

#1561

213-C

September 28, 1934

American Surety Company of New York,
W. J. Lyons, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1561 for the construction of the Cummins Hill Section of the Nehalem Secondary Highway in Washington County has been completed by the contractor, J. A. Lyons, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 8, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $42,573.06 including the final payment. Of this amount $178.85 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland,

Form 333—5M—2-24

EGO STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 8th, 1934

Section Cummings Hill

Kind of work Grading & Surfacing

Highway [illegible] Secondary [illegible]

Section prefix 134 PC NKS-213-C

Contractor [illegible]

Contract number 1561

Date of contract Dec 4th, 1933

Date of completion Aug 31st, 1934

Date work started Jan 2, 1934

Estimated date of completion Aug 31st, 1934

Amount of contract $42,572.42

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $42,572.42

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $2190, 5.1 %

Date project was completed Aug 31st, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Records completed and shipped to Salem Office [illegible]

RECEIVED
SEP 10 1934

Signed Carl [illegible]

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFAC	·AINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.18	2.18			
Miles partially completed	—	—			
Miles completed	2.18	2.18			
Total estimated quantities	6,645½	6564½			
Estimated quantities moved or placed to date	6,645½	6564½			
Average daily quantities	—	—			
Average daily quantities necessary to complete project on time	—	—			
Number shifts per day					
Hours per shift	—	—			
Average force on project for week	—	—			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM B-B-1 14784 5M 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

MRS-213-L

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 30, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

We wish to advise that Johnson and Pearce completed the work on Contract No. 1577, Cummings Hill Undercrossing, on June 19, 1934.

Will you please secure permission for us to pay the final estimate on this job?

Very truly yours

C. B. McCullough
Bridge Engineer

By WA Reeves
W. A. Reeves
Office Engineer

RR LD

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRS 213-C

May 23, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jwm

Appr 19288

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-213, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of April, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 17th day of October, 1933, a project statement, which was approved by the Secretary on the 16th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 21st day of November, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-five thousand, nine hundred forty-one and 59/100 dollars ($55,941.59) as the share of the United States payable under said act on account of Section C of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under provisions of the National Industrial Recovery Act.
(include amount, date, and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 50+00 in the SE¼ of Section 20, T 3 N, R 4 W, and survey station 171+50 in the SE¼ of Section 5, T 3 N, R 4 W, W.M.,

, length 2.186 miles, in Washington County,

being Section C of Oregon U.S.Public Works project No. NRS-213, consisting of 2.186 miles of roadway and/a railroad underpass structure ~~[illegible]~~ of more than 20 feet clear span, ~~[illegible]~~ known locally as the Cummings Hill Section of the Nehalem Highway.

ROADS
APR 13
PORTLAND

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of fifty-five thousand, nine hundred forty-one and 59/100 dollars ($55,941.59), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~xxxxxx~~) the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 246, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. ~~NRS~~-213-C. State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 55,941.59 as the total estimated cost of said project, and the sum of $ 55,941.59 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the maximum Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 14 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

By
Acting Chief, Bureau of Public Roads

January 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Cummings Hill Section, Project No. NRS 213-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS 213-C

CUMMINGS HILL SECTION OF THE NEHALEM HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, January 23, 1934

(Estimate as basis for project agreement. Based on low bid prices.)

ROADWORK

(Contract Prices)

All Required		Clearing and Grubbing		$ 1,928.64
57,000	cu. yds.	Excavation, Single Classification	$ 0.32	18,240.00
82,000	yd. sta.	Overhaul	0.02	1,640.00
4,300	yd. mi.	Truck Haul	0.20	860.00
380	lin. ft.	12" Concrete Pipe	1.25	475.00
150	" "	36" Extra Strength Corr. Iron Pipe	6.50	975.00
40	" "	48" Concrete Pipe	7.50	300.00
50	" "	Moving 12" Culvert Pipe	1.00	50.00
116	" "	" 48" " "	3.50	406.00
3,900	cu. yds.	Base Course Surfacing	2.25	8,775.00
2,400	" "	Top " "	2.50	6,000.00
290	" "	Filler	0.40	116.00
290	yd. mi.	Hauling Filler	0.20	58.00
			Sub-total	$ 39,823.64
			10% Engr. & Cont.	3,982.36
			Total	$ 43,806.00

UNDERCROSSING (STA. 144+35 to 148+40)

Earth Approaches

All Required		Clearing and Grubbing		$ 71.36
3,000	cu. yds.	Excavation, Single Classification	$ 0.32	960.00
90	lin. ft.	18" Concrete Pipe	2.50	225.00
200	cu. yds.	Base Course Surfacing	2.25	450.00
100	" "	Top Course Surfacing	2.50	250.00
10	" "	Filler	0.40	4.00
10	yd. mi.	Hauling Filler	0.20	2.00
				$ 1,962.36

Structure ([illegible])

All Required		Temporary Trestle		$ 2,150.00
120	cu. yds.	Excavation	$ 2.50	300.00
850	lin. ft.	Treated Trestle Piling	1.00	850.00
60	cu. yds.	Class "B" Concrete	20.00	1,200.00
30	" "	" "A" "	21.00	630.00
10,000	lbs.	Metal Reinforcement	.06	600.00
14	M-FBM	Treated Lumber	95.00	1,330.00
33,500	lbs.	Structural Steel	0.06	2,010.00
				$ 9,070.00

Sub-total	$ 11,032.36
10% Engr. & Cont.	1,103.23
Total	$ 12,135.59

Length of Roadwork	2.108 miles
" " Undercrossing	0.078 "
Total length	2.186 "
Cost per mile	$20,780.83

National Recovery Secondary Highway Funds Requested:

Roadwork	$ 43,806.00
Undercrossing	12,135.59
	$ 55,941.59

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920: Chapter 248, Laws 1931.
State Funds for Maintenance: Chapter 41, Laws 1927: Chapter 248, Laws 1931.

213-C

January 22, 1934

Johnson & Pearce
5840 North Commercial St.
Portland, Oregon

Gentlemen:

We are sending to you, by express, one fully executed copy of State Highway Contract No. 1577 which was awarded to you on January 8 for bridge construction over the Nehalem Secondary Highway in Washington County.

This copy is being sent to you for your records and files.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

213-C.

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

January 17, 1934.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 1577 - Johnson & Pearce

We are sending you under separate cover contracts and bond properly executed covering construction of bridge near Buxton on the Nehalem Secondary Highway in Washington County.

For your information we have today signed the contracts and indemnity bond to the United Railways Company and delivered the same to their attorneys.

Very truly yours,

BATES, LIVELY & PEARSON

By Fred C Reed

FCR/J

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 3, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRS 213-C, railroad bridge over Nehalem secondary highway near Buxton, to Johnson & Pearce, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

7Ws 213C

January 3, 1934

Johnson & Pearce
5840 N. Commercial Street
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission on January 2 awarded you the contract for the construction of the railroad bridge over Nehalem Secondary Highway near Buxton in Washington County at your bid price of $9,070.00 submitted by you therefor at the Highway Commission meeting held on December 28.

This letter may be considered as your authority and our request for you to commence immediate construction of this structure.

Contract forms will be mailed to you shortly for execution.

Very truly yours

Secretary

HBG:AJ

cc Mr. Gallagher

213-C

January 2, 1934.

Mr. R. H. Baldock:

In reference to the attached, Mr. Mitchell of the S.P.& S. has confirmed award in a telephone conversation this morning. I presume that this should be made a matter of record in the minutes of the Commission.

C. B. McCulloch

REFERRED TO
Gladys
Highway Engineer
make record

SIONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 2, 1934.

Mr. A. J. Witchell
Chief Engineer
S. P. & S. Railway
Pittock Block
Portland, Oregon.

Dear Sir:

I am enclosing herewith tabulation of bids received for the Burton Undercrossing, pursuant to our telephone conversation of this morning. It is our understanding that you approve the award to the firm of Johnson & Pearce in the amount of $9,070. In order to keep our records complete, however, I would be glad if you would favur us with a confirmation for our files.

I have asked Mr. Paxson, Assistant Bridge Engineer, in charge of State Bridge Construction, to get in touch with the contractor and to notify you in regard to the date of starting the work on this crossing so that you may have your engineer on the job.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
Enclosure
cc Mr. Paxson
Mr. Gardner
Mr. Baldock

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 2, 1934.

Mr. A. J. Witchell
Chief Engineer
S. P. & S. Railway
Pittock Block
Portland, Oregon.

Dear Sir:

I am enclosing herewith tabulation of bids received for the Buxton Overcrossing, pursuant to our telephone conversation of this morning. It is our understanding that you approve the award to the firm of Johnson & Pearce in the amount of $9,070. In order to keep our records complete, however, I would be glad if you would favor us with a confirmation for our files.

I have asked Mr. Paxson, Assistant Bridge Engineer, in charge of State Bridge Construction, to get in touch with the contractor and to notify you in regard to the date of starting the work on this crossing so that you may have your engineer on the job.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
Enclosure
cc Mr. Paxson
Mr. Gardner
Mr. Baldock

REFERRED
By State Highway E

Mr. Gardner. Please make out necessary contracts and send out for signature.

nro 213-C

January 2, 1934

Mr. J. A. Lyons
3305 N. E. Halsey Street
Portland, Oregon

Dear Sir:

We are today forwarding by express an executed copy of Contract No. 1561 awarded to you by the State Highway Commission for 2.18 miles of grading and surfacing on the Cummings Hill Section of the Nehalem Secondary Highway in Washington County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

JM
jn

213C

December 13, 1933 .

Mr. J. A. Lyons
3305 N. E. Halsey Street
Portland, Oregon

Dear Sir:

For use in connection with the Cummings Hill Grading Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

Subsequent to the award of the contract, the National Reemployment Service has opened an employment office at Hillsboro, Oregon. The applications for labor lists to which reference is made in these instructions should, therefore, be addressed to the National Reemployment Office, Hillsboro, Oregon, instead of the employment office named in the special provisions. A supply of the forms on which to make the application is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc W. E. Chandler
L. D. Marp

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for U. S. Public Works Project Oregon NRS 213-C, Cummings Hill Section of the Nehalem Highway.

This is your authority to advertise the above project.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. ANDREWS
Sr. Highway Engineer

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the undercrossing structure on the Cummings Hill Section, Project No. NRS ~~223-C~~ 213-C,

We are likewise enclosing three copies of order number 2173 issued by the Public Utilities Commission, which order concerns the construction of the undercrossing structure.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-213-C

[illegible] HILL SECTION OF THE

NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)
~~(Estimate to accompany plans. Not as basis for project agreement.)~~

January -, 1934
Salem, Oregon, ~~December 12, [illegible]~~

ROADWORK

(Contract Prices)

All Required		Clearing and Grubbing		$ 1,948.64
57,000	cu. yds.	Excavation, Single Classification	$ 0.32	18,240.00
82,000	yd. sta.	Overhaul	0.02	1,640.00
4,200	yd. mi.	Truck Haul	0.20	840.00
380	lin. ft.	12" Concrete Pipe	1.25	475.00
150	"	36" Extra Strength Corr. Iron Pipe	6.50	975.00
40	"	48" Concrete Pipe	7.50	300.00
50	"	Moving 18" Culvert Pipe	1.00	50.00
116	"	" 48" " "	3.50	406.00
3,900	cu. yds.	Base Course Surfacing	2.25	8,775.00
2,400	"	Top " "	2.50	6,000.00
290	"	Filler	0.40	116.00
290	yd. mi.	Hauling Filler	0.20	58.00
		Sub-total		$ 39,823.64
		10% Engr. & Cont.		3,982.36
		Total		$ 43,806.00

UNDERCROSSING (STA. 144+35 to 148+40)

Earth Approaches

All Required		Clearing and Grubbing		$ 71.36
3,000	cu. yds.	Excavation, Single Classification	$0.32	960.00
90	lin. ft.	18" Concrete Pipe	2.50	225.00
200	cu. yds.	Base Course Surfacing	2.25	450.00
100	"	Top " "	2.50	250.00
10	"	Filler	0.40	4.00
10	yd. mi.	Hauling Filler	0.20	2.00
				$ 1,962.36

Structure (Estimated Prices)

All Required		Temporary Trestle			$ 2,500.00	2150.00
120	cu. yds.	Excavation	2.50	$ 3.00	360.00	300.00
850	lin. ft.	Treated Trestle Piling	1.00	1.20	1,020.00	850.00
60	cu. yds.	Class "B" Concrete	20.00	20.00	1,200.00	1,200.00
30	" "	" "A" "	21.00	22.00	660.00	630.00
10,000	lbs.	Metal Reinforcement	.06	0.055	550.00	600.00
14	M-FBM	Treated Lumber	95.00	95.00	1,330.00	1,330.00
33,500	lbs.	Structural Steel	.06	0.065	2,177.50	2,010.00
					$ 9,797.50	9,070.00

Sub-total	$ 11,759.86	11,032.36
10% Engr. & Cont.	1,175.98	1,103.23
Total	$ 12,935.84	12,135.59

Length of Roadwork	2.108 miles
" " Undercrossing	0.078 "
Total length	2.186 "
Cost per mile	$ 25,730.05

National Recovery Secondary Highway Funds Requested;

Roadwork	$ 43,806.00	
Undercrossing	12,935.84	12,135.59
	$ 56,741.84	55,941.59

State Funds for Constr. Chap [illegible] Laws [illegible] Chap 21 Laws 1930 Chap 248 Laws 1931
" " Maint. Chap [illegible] Laws 193[illegible] [illegible] Laws 193[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon NRS 213-C, Cummings Hill section of the Nehalem Secondary Highway, to J. A. Lyons, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

November 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRS 213-C, the Cummings Hill Section of the Nehalem Highway, 2.186 miles of grading and crushed rock or gravel surfacing, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreicated.

It is noted on the preliminary estimate the undercrossing is listed as an overcrossing. Please correct this on the project agreement estimate.

Before the underpass is placed under construction we should have copies of your agreement with the railway company.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Cummings Hill Project (NRS 213-C).

This is a grading project on which work can be carried on more or less continuously throughout the winter months, although we anticipate that the heavy rains and cold weather which is experienced in the vicinity of the project during December and January will force some temporary shut downs. We believe that our provision gives us the control that is necessary to insure the carrying on of the work as anticipated by the federal regulations.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

November 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Cummings Hill Section, Project No. NRS 213-C.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-[illegible]-C

CUMMINGS HILL SECTION OF THE

NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 16, 1933.

ROADWORK

All Required		Clearing and Grubbing		$ 1,950.00
57,000	cu. yds.	Excavation, Single Classif.	$ 0.30	17,100.00
82,000	yd. sta.	Overhaul	0.03	2,460.00
4,300	yd. mi.	Truck Haul	0.15	645.00
380	lin. ft.	12" Concrete Pipe	1.50	570.00
150	lin. ft.	36" Extra Strength Corr. Iron Pipe	5.50	825.00
40	lin. ft.	48" Concrete Pipe	8.00	320.00
50	lin. ft.	Moving 12" Culvert Pipe	1.00	50.00
116	lin. ft.	" 48" " "	5.00	580.00
3,900	cu. yds.	Base Course Surfacing	2.00	7,800.00
2,400	cu. yds.	Top Course Surfacing	2.25	5,400.00
290	cu. yds.	Filler	0.50	145.00
290	yd. mi.	Hauling Filler	0.20	58.00
			Sub-total	$ 37,903.00
			10% Engr. & Cont.	3,790.30
			Total..................	$ 41,693.30

OVERCROSSING (STA. 144+35 to 148+40)

All Required		Clearing and Grubbing		$ 50.00	
3,000	cu. yds.	Excavation, Single Classif.	$ 0.25 .30	750.00	900.00
90	lin. ft.	18" Concrete Pipe	2.00	180.00	
200	cu. yds.	Base Course Surfacing	1.75 2.00	350.00	[illegible]
100	cu. yds.	Top Course Surfacing	1.85 2.25	185.00	[illegible]
10	cu. yds.	Filler	0.50	5.00	
10	yd. mi.	Hauling Filler	0.20	2.00	
			Sub-total	$ 1,522.00	1762
			10% Engr. & Cont.	152.20	
			Total..................	$ 1,674.20	

Length of Roadwork	2.108 miles
" " Overcrossing	0.078 "
Total Length	2.186 "
Cost per mile, roadwork <	$ 19,778.60

National Recovery Secondary Funds Requested;	Roadwork	$ 41,693.30
	Overcrossing	1,674.20
		$ 43,367.50

CONTRACT#1562,

NRS 219-A Chehalem Creek Bridge, 1933
Yamhill-Newberg Secon. Hwy.

1562

FORM 8-A-1 10819 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

219 A

February 15, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. B. McCullough,
Ass't State Highway Engineer,
Office.

NOTED
State Highway Engineer

Dear Sir:

The right of way necessary for the construction of the Bridge over Chehalem Creek at Newberg has been acquired.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R.H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 26, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon U.S. Public Works highway project NRS 219-A for which the final voucher was submitted some time ago.

We wrote you October 2 asking that you furnish us copies of test reports of reinforcing steel used on this project, but have not as yet received them. Will you please send these reports as soon as possible so that we can recommend the voucher for payment.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

[illegible] Dept to [illegible] it
Tom

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 2, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher recently submitted for Oregon USPW project NRS 219-A, we find that we have not received copies of test reports for reinforcing steel.

Will you please send us copies as soon as possible, as we cannot recommend the voucher for payment until they are received. If the steel was taken from tested stock, advice to that effect will be satisfactory.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FORM 2-B-1 15667 500 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

219-A

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

REF [illegible]

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

September 24, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

With reference to the enclosed correspondence concerning the approaches to the new bridge on the Newberg-Yamhill Secondary Highway, I find that this highway is designated as class "E", 26-foot width of roadbed and that the construction of these approaches, which was part of the bridge contract, was performed in accordance therewith.

The surfacing of 6-inch compacted thickness has reduced this width to approximately 25 feet. The material is fairly well compacted and the center portion is being used for traffic, though considerable loose rock obtains on the shoulder area.

I understand from the bridge department that this contract is completed and the contractor has been released. If it is desired to widen these approaches, it will have to be done as a betterment job.

No suitable borrow material is available in the immediate vicinity. This widening work could be performed in connection with the Chehalem Creek Bridge on the West Side Pacific Highway, which will involve a rock fill approach. It is expected that suitable rock fill material can be secured within half a mile from the Chehalem Creek Bridge.

Mr. Paxson informed us that the side approach road, which has no drainage pipe as reported by Mr. Bishop, was not within the limits of the bridge contract. It is quite evident that this drainage pipe should be provided, however, and could be included with the widening work if this work is approved.

Roughly, the widening of these approaches to a 30-foot roadbed with rock borrow material would cost $2,000.00.

Yours very truly,

F. D. Eason

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc Wm. E. Chandler
H. G. Smith

FORM 2 A-1 13985 10M 5 34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

219-A

OREGON STATE HIGHWAY COMMISSION
SALEM

September 15, 1934.

RECEIVED
SEP 17 1934
OFFICE OF

IN REPLY PLEASE REFER TO FILE NO. 191-1

Mr. R. H. Baldock
State Highway Engineer
Office.

Dear Sir:

I am returning herewith your card from Mr. J. U. Smith, and your letter from Mr. Scott.

In accordance with your instructions I made an investigation of the recently constructed bridge approach on the secondary highway just west of Newberg. Also I did not find conditions quite as hazardous as complained of by Mr. Smith, still the construction did not look right, neither did it seem to harmonize with the bridge.

On account of the two sidewalks and the extra width of the bridge the approach embankment looked very narrow, and in examining the blue top finishing stakes, I found the outside of the curve was rather skimpy, which again made the curve look more hazardous on approaching the bridge. Also I found the gravel was quite loose and gave instructions for this to be bound with filler.

Regarding the construction on the westerly side of the bridge the borrow pit has been widened and deepened close to the embankment, and a road approach has been constructed without providing a drainage pipe. I would recommend the fill be widened and the culvert pipe be installed under the road approach in order to complete the construction.

I suggest that this be referred to either Mr. Eason or Mr. Smith.

Yours truly,

J N Bishop
J. N. Bishop
Maintenance Engineer

REFERRED TO
Eason
By State Highway Engineer
Please investigate + report
Roos

JNB/ms

encl. [illegible]

219a

September 11, 1934

Mr. M. K. Spratt, Assistant Manager
U. S. Fidelity & Guaranty Company
1206 Porter Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of September 10 regarding the inquiry blank concerning the Shattuck & Neland contract for the construction of pile trestle spans over Chehalem Creek in Yamhill County which, you state, was sent to us on August 20.

Inquiry around the office fails to reveal that we ever received this blank. If you will send me another, I shall be very glad to have it filled out and returned to you immediately.

Very truly yours,

Secretary

HBG:AJ

104 10m 4-2-34

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

September 10, 1934

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Shattuck & Neland - Contract Bond
covering construction of pile
trestle spans over Chehalem Creek,
Yamhill County, Oregon

May we kindly refer you to our letter of August 20 with which we enclosed our regular form inquiry blank in connection with the status of the above contract. We ask that you kindly have this completed and return to us at your early convenience, so that we may advise Home Office.

Yours very truly,

Assistant Manager

EC

219a

August 27, 1934

Mr. R. H. Baldock:

Receipt is acknowledged of a communication under date of August 24 from the firm of Shattuck & Neland requesting an adjustment in the amount of $800.00 because of right of way delay on the bridge over Branch of Chehalem Creek on the Yamhill-Newberg Secondary Highway immediately adjacent to the city limits of Newberg.

I am not surprised at this claim. As you doubtless recall we urged the County to proceed in securing this right of way and told them that we would be subjected to a claim for extras many times greater than the right of way involved (which I understand was about $150.00).

This contract was awarded on the representation that all rights of way had been secured by the county. You will doubtless recall that we made repeated efforts to secure action on the part of the County and met with rather discourteous and peremptory refusals until such time as you and Mr. Scott, Mr. DeSouza and myself made a special trip over there and finally agreed to split the expense.

I wish to point out that while the State Highway Commission was bending every effort to put forth the program with the utmost speed in order to relieve unemployment and distress in many instances the counties who clamored most assiduously for allocation of funds in their particular back yard were the most dilatory in regard to kicking through with right of way.

I have not investigated the Shattuck & Neland claim in detail. In principle they are entirely correct and I do not think we can take the position of refusing them an adjustment. The $800.00 may be high. I am going into this matter in complete detail and will make you a later report.

C. B. McCullough

[illegible]

cc [illegible] axson

Form 39—11896—4M—10-33.

317a

OREGON STATE HIGHWAY DEPARTMENT

C-2-W

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date Aug. 4, 1934

Job name Branch of Chehalem Creek Bridge Construction

Week from July 29 *to* Aug. 4

Mail address Newberg

Highway Newberg-Yamhill

Telegraph or telephone address Newberg

County Yamhill *Job Prefix* 136PB

Express and freight address Newberg

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

2 Man-days - Field - Assisting Bridge Engineer.

RECEIVED
AUG 6 - 1934

Signed Ben L Campbell

Title Resident Engineer.

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday	Cloudy-	Fair
Monday	Cloudy	
Tuesday	Fair	
Wednesday	Fair	
Thursday	Showers	
Friday	Cloudy-	Showers
Saturday	Cloudy	

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project 3

Number of men in party 1

Salary expense this week 5.81

All other expense this week ....

Previous total expenditure this survey 2.90

Total expenditure including this week 8.71

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

#1562

219-A

May 15, 1934

Mr. H. B. Glaisyer

Dear Sir:

For your information Shattuck & Neland have completed there work on the Chehalem Creek bridge, Contract No. 1562, and we would be pleased to have you secure authorization from the commission to pay the final estimate on this job.

The work was completed on April 12, 1934.

Very truly yours,

W A Reeves

W. A. Reeves

CAG:DK

[illegible] 5/15/34

HBG

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USPW NRS 219-A

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
APR 13 1934
[illegible]

April 12, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Ayp- 18476

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-219, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 27th day of October, 1933, a project statement, which was approved by the Secretary on the 10th day of November, 1933 for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 22nd day of November, 1933, and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, three hundred seventy-eight and no/100 dollars ($4,378.00) as the share of the United States payable under said act on account of Section A of said project, which d~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Bridge:

Between survey station 26+20 and survey station 26+95, both in the SW¼ of Section 8, T 3 S, R 3 W, W.M., length 0.014 of a mile~~s~~ in Yamhill County, being Section A of Oregon U.S.Public Works project No. NRS-219, consisting of ~~miles of roadway and~~ one bridge~~s~~, ~~each~~ of more than 20 feet clear span, 0.014 of a mile in length, known locally as the Chehalem Creek Bridge.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of four thousand, three hundred seventy-eight and no/100 dollars ($ 4,378.00), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~

~~dollars ($x~~ is ~~xxxx~~ the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C. Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By P St J Wilson
ting Chief, Bureau of Public Roads

a

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRS-319-A., State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 4,378.00 as the total estimated cost of said project, and the sum of $ 4,378.00 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Sedretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

AMB By [illegible] Wilson
Acting Chief, Bureau of Public Roads

January 27, 1934.

Mr. J. N. Smith
Route #1, Box 133
Newberg, Oregon

Dear Sir:

Receipt is acknowledged of your communication of January 24, regarding the design of the bridge which was recently let to contract for construction near Newberg.

We are sorry that you are disappointed with the type of design which we have selected but feel that further investigation would convince you that this type of construction is exactly the type which should be selected for this particular location, and one which can be justified from every standpoint. The composite type construction which will be utilized at this particular point consists of a reinforced concrete superstructure on a creosoted substructure which will last from 30 to 40 years and probably longer whereas an untreated timber trestle could be expected to last for a period of but eight to twelve years. Reinforced concrete construction on the other hand would doubtless last longer than either of the above types but the first cost would be considerably in excess of the composite construction, this excess in cost being such that the interest on the same would more than offset the expense for maintenance and renewals on the composite type.

All in all, therefore, we believe that the interests of the community and the entire state are best served in the selection of the present design.

I wish to thank you for the interest which you have manifested in this project. We are always glad to receive comments in reference to our work. Incidentally, I am enclosing an editorial from the Grants Pass Courier of January 24, commenting on this new type of bridge (the composite type).

I am also sending you, under separate cover, copy of our Technical Bulletin No. 1 entitled "Loading Tests on a New

Composite Type Short Span Highway Bridge" which fully describes this type and outlines its advantages.

Very truly yours,

R. H. Baldock
State Highway Engineer

CHH:AF

REFERRED TO
C. B. McCollough
By State Highway Engineer

Please answer the gentleman in a kindly way. - & explain the economics of this type. I will sign letter.

R 1 Box 135 Newberg Ore

Jan 24/34

My dear Mr Baldock:

When I saw the award for the bridge at Newberg on our Market road #1, now Secondary Highway for $17 112.00 I tried to get Scott (Ch.) on 'phone to see if it could be stopped: Then a few of us decided to "holler."

A concrete arch and fill with retaining walls would be better, more permanent and cheaper. Instead of making a public "holler" I've decided to keep quiet and advise others to do so, but, if you are to blame, content myself with giving you h - privately. I did tell Mr Stroemeier, who is working here, to do it for me, but am afraid he will forget to do it, or not

---

s of estimate as basis

reek Bridge, Project

ghway Engineer

. H. Probert
ffice Engineer

Encl.

do the matter justice
I hear it is to be concrete on wooden piling.
How long will piling last compared to concrete?
I may live another 65 years and if I do I'll look you up. If I dont I'll be on watch some place or other for whoever is to blame for those piling rotting off at the top of the ground.

Cordially yours

J H Smith

---

s of estimate as basis

reek Bridge, Project

s,

ghway Engineer

. H. Probert
ffice Engineer

Encl.

January 8, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Chehalem Creek Bridge, Project No. NRS 219-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRS-219-A

CHEHALEM CREEK BRIDGE ON THE

YAMHILL-NEWBERG HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 5, 1934

600	lin. ft.	Treated Piling	$ 1.10	$ 660.00
45	cu. yds.	Class "D" Concrete	19.00	855.00
9,500	lbs.	Metal Reinforcement	0.06	570.00
16	M-FBM	Treated Lumber and Timber	85.00	1,360.00
160	lin. ft.	Composite Handrail	3.00	480.00
All Required		Remove Old Bridge		55.00
			Sub-total	$ 3,980.00
			10% Engr. & Cont.	398.00
			Total............	$ 4,378.00

Length of Bridge 0.014 mile

National Recovery Secondary Highway Funds Requested..............$ 4,378.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

219-a

January 2, 1934

Shattuck & Noland
Worcester Building
Portland, Oregon

Gentlemen:

We are today forwarding by express an executed copy of Contract No. 1562 for highway bridge construction near Newberg on the Newberg-Yamhill Secondary Highway in Yamhill County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

JM
jn

December 8, 1933

Shattuck and Neland
Worcester Building
Portland, Oregon

Gentlemen:

This is to notify you that the State Highway Commission has awarded to you the contract for the construction of a bridge over Chehalem Creek on Yamhill-Newberg Secondary Highway in Yamhill County at your bid price of $3,980.00 submitted on December 7.

Contract forms will be sent you shortly for your execution; in the meantime you may consider this letter your authority to proceed at once with your construction operations.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon NRS 219-A, bridge over Chehalem Creek on the Yamhill-Newberg Secondary Highway near Newberg, to Shattuck & Noland, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

November 22, 1933

RECEIVED
NOV 24 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRS 219-A, the Chehalem Creek Bridge on the Yamhill-Newberg Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

October 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans for the Chehalem Creek Bridge on the Willamette-Newberg Highway, Project No. N. R. S. 219-A. Five blueprint sets of layout plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Hwy.
Proj. No. NRS 219-A

CHEHALEM CREEK BRIDGE ON THE

YAMHILL-NEWBERG HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 28, 1933

600	lin. ft.	Treated Piling	$1.00	$ 600.00
45	cu. yds.	Class "D" Concrete	20.00	900.00
9,500	lbs.	Metal Reinforcement	0.0525	498.75
16	M-FBM	Treated Lumber and Timber	80.00	1,280.00
160	lin. ft.	Composite Handrail	2.50	400.00
All Required		Remove old bridge and maint. traffic		500.00
		Sub-total		$4,178.75
		10% Engr. & Cont.		417.87
		Total		$4,596.62

Length of Bridge 0.014 miles

National Recovery Secondary Highway Funds Requested $4,596.62

CONTRACT#1563,

NRS 206-A Hoffman Bridge 1933

1563

#1563

August 15, 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1563 for the construction of a bridge over the Middle Fork of Coquille River near Myrtle Point on the Oregon Coast Highway in Coos County has been completed by the contractor, Tom Lillebo, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 23rd, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the ~~above~~ contractor in connection with this contract will be $47,000.84, including the final payment. Of this amount $25.86 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Construction
Contracts + agreements
Completion Reports

#1563

7/25/34

July 24, 1934

Mr. H. B. Glaisyer:

This is to advise you that Tom Lillebo completed his work on Hoffman Bridge, Contract No. 1563 on June 24, 1934.

Will you please secure authorization from the commission to make final payment on this work.

W. A. Reeves

RR/DK

206-A

June 4, 1934

Mr. O. B. Eckles, Manager,
United States Fidelity & Guaranty Co.,
Porter Building,
Portland, Oregon.

Dear Sir:

Reference is made to your telephone call of to day regarding the Tom Lillebo contracts.

Please be advised that according to our records the status of Mr. Lillebo's contracts is as follows:

Contract No. 1563 - Bridge over Middle Fork of Coquille River near Myrtle Point in Coos County. Total amount paid to date $40,380.65, retained percentage is $3,935.85. Amount of the contract was $52,478.00. Balance to complete will be approximately $12,000.00 including the retained percentage.

Contract No. 1570 - Bridges over Davis, Roots and Euchre Creeks and Depot Slough in Lincoln County. Total amount paid to date $17,0[illegible].75, retained percentage is $2,640.47. Amount of contract is $35,206.25. Balance to complete will be approximately $18,000.00 including the retained percentage.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1563

1-a

May 10, 1934

Poole & McGonigle, Inc.
6330 N. E. Halsey Street,
Portland, Oregon.

Gentlemen:

Reference is made to your telephone call of this afternoon concerning the Tom Lillebo Contract No. 1563 for the construction of a bridge over the Middle Fork of Coquille River on the Powers Secondary Highway in Coos County.

Please be advised that according to our records a total amount of $32,112.15 has been paid to Mr. Lillebo to date in connection with this contract. The retained percentage is $3,935.85. The contract was approximately 68% complete on April 10th.

Very truly yours,

Secretary.

Dict. by J. McFarland.

[illegible]

Paving [illegible]

[illegible]

#1563 - [illegible]

Pd. [illegible] $32,112.15

[illegible] $3,9[illegible].15

[illegible] $[illegible],048.[illegible]

A winter rush job? Use Tarvia and Tarvia-lithic.

ENT OF AGRICULTURE
LIC ROADS
lo. 1

POST OFFICE BUILDING
PORTLAND, OREG.

April 12, 1934

RECEIVED

ith for your files an

________ project agreement

mbered ~~Federal-aid~~ project.

truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

——— Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USFW NRS 206-A

POST OFFICE BUILDING
PORTLAND, OREG.

April 12, 1934

RECEIVED

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Hwy-18467

Form P. R. 2

State Oregon

U. S. Public Works Project No. NRS 206, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 22nd day of March, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 19th day of September, 1933, a project statement, which was approved by the Secretary on the 26th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 22nd day of November, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-seven thousand, seven hundred twenty-five and 80/100 dollars ($ 57,725.80) as the share of the United States payable under said act on account of Section A of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2+55 and survey station 25+00, all in the N.W. 1/4 of Sec. 27, T. 29 S., R. 12 W., W.M.,

, length 0.413 of a mile~~s~~ in Coos County, being Section A of Oregon U.S. Public Works project No. NRS 206, consisting of 0.230 of a mile~~s~~ of roadway and one bridge~~s~~, ~~each~~ of more than 20 feet clear span, 0.183 of a mile in length., known locally as the Hoffman Bridge section of the Powers Highway, between Federal Aid Route 14and Powers.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty-seven thousand, seven hundred twenty-five and 80/100 dollars ($57,725.80), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~, the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By Carl Washburne
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—6518

By Wilson
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRS 206-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 57,725.80 as the total estimated cost of said project, and the sum of $ 57,725.80 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~[illegible]~~

By G. J. Wilson
Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

#1563

Form 338—4M—9-33.

STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 20, 1934

Section Hoffman Bridge

Kind of work Grading and Surfacing

Highway Powers Secondary No. 242

Section prefix 106 PA 206-a

Contractor Tom Lillebo

Contract number 1563 Bridge No. 1941

Date of contract December, 1933

Date of completion June 30, 1934

Date work started Jan. 6, 1934

Estimated date of completion June 30, 1934

Amount of contract $5200

Per cent of time elapsed 21/150 3 weeks 14 %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering costs to date, $, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Engineering crew in field staking cross sections and measuring borrow at the north end of the Hoffman bridge, Monday only of this week.

E. E. Johnston.
Coquille, Ore.

RECEIVED
JAN 2[illegible] 1934
OFFICE OF
CONSTRUCTION ENGINEER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

#1563

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1563

206-a

January 17, 1934

Union Oil Company of California,
Yeon Building ,
Portland, Oregon.

Attention: Credit Dept.

Gentlemen:

Receipt is acknowledged of your letter of January 16th in which you make inquiry concerning contract of Saxton & Looney for grading work which you state is the Myrtle Point-Broadbent Bridge Section near Myrtle Point.

Please be advised that we have no knowledge of the above contract. The only contract which has been awarded in the vicinity of Myrtle Point is for the construction of a bridge over the Middle Fork of the Coquille River on the Powers Secondary Highway in Coos County near Myrtle Point. In connection with this bridge contract there is a certain amount of grading and surfacing work and it is possible that Saxton and Looney have been hired to do this part of the work.

The bridge contract was awarded to Tom Lillebo, Reedsport, Oregon and is our No. 1563. The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company for whom C. O, Price who has offices in the Porter Bldg., Portland, Oregon, is resident agent. The completion date of the contract is June 30, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

LH-2556
C-31-B

January 16, 1934

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: SAXTON & LOONEY
Corvallis, Oregon

It is our understanding that Saxton & Looney have been awarded the contract for grading work on the Myrtle Point-Broadbent Bridge in the vicinity of Myrtle Point, Oregon.

We anticipate furnishing this concern with petroleum products in the performance of this job and will therefore appreciate your supplying us with a complete description of the project, the name of the bonding company, its agent and his address, the amount of the job and the approximate date of completion.

For your convenience we are enclosing a self-addressed, stamped envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

V. C. Fudge

District Credit Supervisor

LH:B

206-a

January 17, 1934

Mr. C. B. Arthur,
City Recorder,
Toledo, Oregon.

Dear Sir:

Herewith may referred to inmy letter of January 13th advising that the State Highway Commission will hold a public hearing in your city regarding its plans for the improvement of the Corvallis-Newport Highway within your city limits.

Wish also to acknowledge receipt of your letter of the 16th inst. stating that you have arranged to hold this meeting in the Circuit Court room in the court house. Please be advised that such arrangements meet with our approval.

Very truly yours,

Secretary.

HRG:JM

FORM 8-A-1 11824 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

76206

January 13, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

On Monday we will forward you a map of the Powers Bridge. The question has arisen concerning the narrowness of the right of way on the north approach of the Bridge, and whether or not we should not acquire additional right of way. I believe the law states that standard requirements for secondary highways shall be 60 feet, and there is some question as to whether we should improve the road without giving the full width of right of way over the improvement and immediately adjacent tangents. This is impractical here on account of the proximity to the railroad and the impossibility of getting any more encroachments, but we might obtain an unsymmetrical right of way obtaining 40 feet on the east side of the center line. This would allow the widening to be done on that side in case future improvements were necessary.

Will you kindly look this project over to see if any more right of way is really necessary and make recommendation concerning the practicability of securing additional width on the east side of the road.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

NOTED
State Highway Engineer

January 8, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Hoffman Bridge Section, Project No. NRS 206A. In connection with the suggestions contained in your letter of November 22nd, concerning the short leg of the wye connection, we have included its length in the roadway approaches. The station limits of this connection is Sta. 0+40 to Sta. 1+80.

Your attention is called to the item "Structural Steel" given incorrectly in the previous estimate as 224,000 lbs. The amount given in the bid proposal is 229,000 lbs., and this quantity has, accordingly, been used in preparing the agreement estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-206-A

HOFFMAN BRIDGE SECTION OF THE
POWERS HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 5, 1934

Roadwork, Grade & Surface (Sta. 2/55 to 5/13)
(Sta. 14/80 to 25/00)

All Required		Clearing and Grubbing		$ 50.00
2	acres	Extra Clearing and Grubbing	$ 50.00	100.00
12,000	cu. yds.	Common Excavation	0.40	4,800.00
2,000	" "	Solid Rock Excavation	0.90	1,800.00
600	yd. sta.	Overhaul	0.02	12.00
4,900	yd. mi.	Truck Haul	0.15	735.00
80	lin. ft.	18" Corr. Iron Pipe	2.00	160.00
600	cu. yds.	Screened Gravel Surfacing	1.75	1,050.00
100	" "	Filler	0.60	60.00
100	yd. mi.	Hauling Filler	0.15	15.00
			Sub-total	$ 8,782.00
			10% Engr. & Cont.	878.20
			Total	$ 9,660.20

Bridge

280	cu. yds.	Excavation	$ 5.00	$ 1,400.00
10	" "	Excavation below Plans	5.00	50.00
1,700	lin. ft.	Foundation Piling	0.37	629.00
7,200	" "	Port Orford Cedar Trestle Piling	0.44	3,168.00
200	cu. yds.	Class "B" Concrete	20.00	4,000.00
22	" "	" "A" "	20.00	440.00
95	" "	" "D" "	19.00	1,805.00
25,000	lbs.	Metal Reinforcement	0.05	1,250.00
30	M-FBM	Port Orford Cedar Lumber	67.00	2,010.00
820	lin. ft.	Port Orford Cedar Trestle Superstructure	16.50	13,530.00
229,000	lbs.	Structural Steel	0.066	15,114.00
All Required		Removal of Old Structure		300.00
			Sub-total	$ 43,696.00
			10% Engr. & Cont.	4,369.60
			Total	$ 48,065.60

Length of Roadwork	0.230 mile
" " 1 Bridge 967 ft.	0.183 "
Total Length	0.413 "
Cost per mile, Roadwork	$ 42,000.86

National Recovery Secondary Highway Funds Requested:

Roadwork	$ 9,660.20
Bridge	48,065.60
	$ 57,725.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931.
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931.

206-a

January 2, 1934

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

We are today forwarding by express an executed copy of contract No. 1563 awarded to you by the State Highway Commission for the construction of bridges near Myrtle Point on the Powers Secondary Highway in Coos County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

JM
jn

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon NRS 206-A, the Hoffman Bridge over the Coquille River on Powers Secondary Highway near Myrtle Point, to Tom Lillebo, Reedsport, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

nro 206-a

December 13, 1933

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted your bid submitted on December 7, 1933 for the construction of the Hoffman Bridge over the Coquille River on Powers Secondary Highway near Myrtle Point in Coos County, and this day has awarded to you the contract for such work at your bid price of $52,748.00.

Please consider this letter as your authority and our request to commence the immediate construction of this bridge.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

HBG:AJ

cc Bridge Dept.

cc Tom Lillebo
Detroit, Oregon

nrs 206a

December 13, 1933

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
Postoffice Building
Portland, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has today awarded to Tom Lillebo, Reedsport, the contract for the construction of the Hoffman Bridge over the Coquille River on Powers Secondary Highway near Myrtle Point in Coos County, at his low bid of $52,748.00 submitted to the State Highway Commission on December 7.

You will recall that the State Highway Commission deferred the awarding of this contract pending the receipt of information from the U. S. War Department as to whether or not Coquille River at this point is classified as a navigable stream.

Information received today from the War Department is to the effect that the stream is not considered navigable at this point — hence the award of the contract.

Very truly yours

Secretary

HBG:AJ

nrs 206

December 9, 1933.

Mr. R. H. Baldock:

Herewith communication which I have addressed to the War Department in reference to the Hoffman Bridge.

Mr. Reeves had a conference with the Bureau this morning in which they stated that we could go ahead with the project and proceed with the construction; however, they stated that we would have to have some assurance such as requested in the attached letter from the War Department before they would O.K. our project ~~statement~~ agreement I feel that it is wise to hold this bid until we get definite word from the War Department else we might be half way through with our contract and find ourselves unable to secure federal funds in which event our only course would be to complete the structure with state funds and then get it legalized by Act of Congress. We could not secure a permit after the structure had been started because the War Department will not consider issuing permits for structures which are in existence or in course of construction.

C. B. McCullough

CBM:AP
Attached

OTT, CHAIRMAN, PORTLAND
G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 8, 1933.

C. F. Williams,
Major, Corps of Engineers,
District Engineer Officer
War Department
Customhouse
Portland, Oregon.

Dear Sir:

On December [illegible], the State Highway Commission received bids for the construction of a bridge over the Middle Fork of the Coquille River at a point about three miles above Myrtle Point. The Bureau of Public Roads, who is interested in the award of this contract was represented at the letting by their District Engineer, and the Highway Commission was informed that it would be necessary to receive a statement from the U. S. District Engineer Officer to the effect that this stream was not navigable before federal moneys could be advanced.

No application has ever been made for a permit to cross this water either at this point or at any other point along the entire length of the Middle Fork of the Coquille River, and this Department was rather surprised that this question should be raised.

The river at this point is barely six inches deep during the summer time, and there appears to be no navigation by water craft of any size whatsoever, not even row boats. This stream is bridged at Myrtle Point, the crossing being on a prolongation of Spruce Street in that city. It is also bridged at a location farther upstream near the post office bearing the name of "Bridge", again at its junction with Myrtle Creek and also near the foot of Camas Mountain. At none of these crossings has the question of navigability ever been raised, and we have assumed that being not capable of navigation in fact by any type of water craft whatsoever, it would not be considered a navigable water way within the meaning of the law.

We would be very grateful if your office could pass upon this question at once as we have received a very favorable bid on the construction of this bridge and we feel that it is to the distinct advantage of the State that we accept the same. We can not hold this tender longer than for a period of ten days; and of course if the stream is considered navigable, the bid would of necessity have to be rejected and re-advertisement postponed until application to the War Department has been made and favorably acted upon.

In view of the circumstances recited hereinabove therefore, we would greatly appreciate your prompt attention to this matter.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. Baldock

FORM 5-A-1 9791 7500 6-38

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

nrs 206

Nov. 27, 1938

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

HOFFMAN BRIDGE.

Herewith Engineer's Estimate for grading and gravel surface on approaches to Hoffman bridge:

Clearing & Grubbing	-lump sum-		$200.
Extra Clearing	2 acres @ $100.		200.
Excavation	12000 cu. yd. @	.40	4800.
Excavation, rock	2000 cu. yd. @	.80	1600.
Overhaul	600 cu. yd. @	.03	18.
Truck Haul	4900 yd. miles @	.20	980.
18" Culvert pipe	80 lineal ft.	2.50	200.
Screened Gravel Surface	600 cu. yd.	2.00	1200.
Filler	100 cu. yd.	.40	40.
Filler Haul	100 cu. yd.	.20	20.
			$9258.
Plus 10% for Contingencies and Engineering -			942.
		TOTAL -	$ 10200.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock

EAC:AW

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No:

POST OFFICE BUILDING
PORTLAND, OREG.

November 22, 1933

RECEIVED
NOV 24 1933
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for USPW project No. NRS 206-A, the Hoffman Bridge Section of the Powers Highway.

This is your authority to advertise the above project.

Prompt submission of the agreement and bid tabulation will be appreciated.

Attention is called to our letter of November 21, requesting satisfactory evidence that location and plans have been approved by the War Department before the project agreement can be executed.

It appears that in order to conform to Case 1 of Mr. Toms' memorandum of May 25, 1932, (copy sent to you on June 1, 1932) the length between surfacing on the short leg of the "Y" (about Station 0 plus 30 to about 1 plus 70) should be included. This is on the assumption that the quantities on this leg are included in the estimate. Will you kindly prepare the Agreement Estimate accordingly?

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On October 30 we advised you of approval of Oregon U.S.Public Works project NRS 206. Since that date the matter of two bridges on this project has been the subject of correspondence. One of these bridges is over the Middle Fork of the Coquille River at its mouth, and the other is over the South Fork of this river at Powers Point. The War Department has been requested to furnish our Washington Office with information as to whether or not these streams are navigable at the proposed bridge sites.

We have accordingly been advised that approval of the project be upon condition that, before the project agreements covering the construction of the bridges referred to are submitted for execution on the part of the Department, the record in each instance will be supplemented by satisfactory evidence showing that the location and plans for each bridge have been approved by the Secretary of War and the Chief of Engineers of the War Department, as required by the Act of March 3, 1899 (Sec. 401, Title 33, U. S. Code), in the event that said streams are in fact navigable at the proposed bridge sites.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

November 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Hoffman Bridge Section, Project No. NRS 206-A.

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-206-A

HOFFMAN BRIDGE SECTION OF THE
POWERS HIGHWAY IN COOS COUNTY

(Estimate to accompany plans. Not as basis for project agreement.

Salem, Oregon, November 16, 1933.

Roadwork, Grade & Surface (Sta. 2+55 to 5+13)
(Sta. 14+50 to 23+00)

All Required		Clearing and Grubbing		$ 200.00
2	acres	Extra Clearing and Grubbing	$100.00	200.00
12,000	cu. yds.	Common Excavation	0.40	4,800.00
2,000	" "	Solid Rock Excavation	0.90	1,800.00
600	yd. sta.	Overhaul	0.02	12.00
4,900	yd. mi.	Truck Haul	0.20	980.00
80	lin. ft.	18" Corr. Iron Pipe	2.00	160.00
600	cu. yds.	Screened Gravel Surfacing	2.00	1,200.00
100	" "	Filler	0.50	50.00
100	yd. mi.	Hauling Filler	0.20	20.00
			Sub-total	$ 9,422.00
			10% Engr. & Cont.	942.20
			Total...............	$10,364.20

Bridge

280	cu. yds.	Excavation	$ 3.00	$ 840.00
10	" "	Excavation below Plans	5.00	50.00
1,700	lin. ft.	Foundation Piling	0.50	850.00
7,200	" "	Port Orford Cedar Trestle Piling	0.60	4,320.00
200	cu. yds.	Class "B" Concrete	20.00	4,000.00
22	" "	" "A" "	22.00	484.00
95	" "	" "D" "	20.00	1,900.00
25,000	lbs.	Metal Reinforcement	0.055	1,375.00
30	M-FBM	Port Orford Cedar Lumber	50.00	1,500.00
820	lin. ft.	Port Orford Cedar Trestle Superstructure	25.00	20,500.00
224,000	lbs.	Structural Steel	0.07	15,680.00
All Required		Removal of Old Structure		400.00
			Sub-total	$51,899.00
			10% Engr. & Cont.	5,189.90
			Total..................	$57,088.90

Length of Roadwork	0.204 mile
" " 1 Bridge 967 ft.	0.183 "
Total Length	0.387 "
Cost per mile, Roadwork	$50,804.90

National Recovery Secondary Highway Funds Requested:

Roadwork	$ 10,364.20
Bridge	57,068.90
	$ 67,433.10

H S-A-1 10163 10M 7-33
COMMISSIONERS
SLIE M. SCOTT, CHAIRMAN, PORTLAND
RL G. WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

11 Pl 206

OREGON STATE HIGHWAY COMMISSION

SALEM

November 14, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

In regard to the location of the Powers Secondary Highway #242 at the Hoffman Bridge, which is being questioned by E. F. Hoffman whose land is affected, I wish to state that this location was made after considerable study and only adopted after every point in connection therewith fully discussed. Conclusion arrived at was that the location as finally adopted provided the minimum length of bridge, the minimum length of main span, and was placed above the greatest danger of wash or channel change.

For some distance above the old bridge it was found necessary to protect the bank with pile bulkhead. No protectionof this kind is necessary for the bridge as now planned.

Please note also from the map that this line skirts the edge of the E.F. Hoffman property as well as it was possible to do. While the establishment of this highway is considerable damage to the property, it does not seem feasible to place the bridge at any point which would entail less damage.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

By

H. W. Libby,
Chief Locating Engineer.

HWL/H

CC to
R. H. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
OCT 31 1933
OREGON
STATE HIGHWAY COMMISSION

October 30, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

The Acting Chief of Bureau on October 26, 1933, approved the project statement for Oregon National Recovery Secondary Highway Project No. NRS 206, involving the construction of three bridges and roadway approaches, between Myrtle Point and Powers in Coos County.

Approval was made subject to the condition that, with or without National Recovery funds, the State Highway Department will provide such surfacing on the earth approaches to the bridges as will adequately meet traffic requirements.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer.

September 19, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of project statement for three bridges on the Hoffman Bridge-Powers Highway. Number NRS-206 has been assigned to the project.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS-206
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) September 19, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Three Bridges on Hoffman Bridge-Powers Section, Powers Highway

2. Between control points of official description: ______ and ______

3. Between intermediate control points if used: ______ and ______

County of Coos

4. Length in miles (gross) ______ (net) Brs. & Apprs. 0.5

5. Preliminary estimate of cost: Total, $ 33,550; section of road to be first improved, $ 31,050, of which $ 31,050 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)
Current Income Sufficient to Insure Completion; Chap. 178, laws 1917; Chap. 31, laws 1920, Chap. 243, laws 1931.
(Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by **State**, from the following sources: **Current Income; Chap. 41, laws 1927; Chap. [illegible], laws 1931.**

(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: **Treasurer of the State of Oregon**

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By
As Chairman
(Title of officer.)

By
As Commissioner
(Title of officer.)

By
As Commissioner
(Title of officer.)

R. 12 W.
R. 13 W.

CONTRACT #1564,

NRM 203-A Vermont & Newberry St. 7
Gulches on Fourth St.
1564 Pac. Hwy. W.

RECEIVED

203-a

November 24, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of November 13, 1936, we are enclosing herewith four copies of an excerpt from the minutes of the Highway Commission meeting on August 24, 1934, granting an extension of time to the Hoffman Construction Company on Contract No. 1564.

We are likewise sending, under seperate cover, three sets of revised plans for the Newberry Street and Vermont Street Bridges, which plans were requested in the third paragraph of your letter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher recently submitted for Oregon USPW project NRM 203-A, Sheridan Street South (Portland) section of the West Side Pacific Highway.

We do not appear to have received the customary copies of excerpt from the minutes of the Highway Commission granting extension of time to Hoffman Construction Company. Will you please furnish four copies of the excerpt for insertion in the voucher.

It is also necessary that we have three sets of revised bridge plans for the Newbury Street and Vermont Street bridges, which your tabulation of constructed lengths and explanations of overruns indicate were lengthened.

Please furnish the above documents as soon as possible to avoid unnecessary delay in payment of the final voucher.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#1564

April 10, 1935

203A

Hartford Accident & Indemnity Company,
Jewett, Bartonn Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1564 for the construction of the Vermont and Newbury Street Bridges on the West Side Pacific Highway in the City of Portland, has been completed by the contractors, Hoffman Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 20, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $113,675.30 including the final payment. Of this amount $1,512.73 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

403-a

August 20, 1934

Hoffman Construction Co.
715 Southwest Columbia St.
Portland, Oregon

Gentlemen:

Your request for an extension of time on Contract No. 1564 was considered at the meeting of the State Highway Commission on April 4, and the following action was taken:

> "Hoffman Construction Co., Contract No. 1564 for the construction of bridges over Vermont and Newberry Street Gulches on the Fourth Street Section of the West Side Pacific Highway in Portland, Multnomah County, requested an extension of time of three months from July 31, 1934 to October 31, 1934, within which to complete these structures. The Engineer advised that the contractors' delay will not inconvenience the traveling public nor will it increase the cost to the State by any appreciable amount. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote."

Very truly yours,

Secretary

AJ

cc Bridge Dept.

CONTRACT #1565,

NRS 222-A Corvallis Sec. 1933

1565

222-a

2-2

August 15, 1934

Mr. Ralph P. Schindler
City Recorder
Corvallis, Oregon

Dear Sir:

In response to your communication of August 13 in which you request the State Highway Commission to repair certain streets used during the construction of Western Avenue and Philomath Road, advise that after giving the matter full consideration the Commission turned it down for the following reasons:

The Commission, with government funds, paved certain streets in Corvallis which necessitated a detour. This work was performed without any cost to the taxpayers of the City of Corvallis or the people of Oregon. It was a free gift from the government for unemployment relief. If the work had been performed by the City or the property owners they would not only have borne the cost of the detour but also the major cost of the improvement.

The State Highway Commission have no funds for this purpose and the government funds cannot be used.

For your further information advise that the Commission has proposed further work in the City of Corvallis this year, having set up $15,000 for paving "A" Street from Third to Fifth Streets. If there is any question as to detours we should discuss the matter at this time. We will expect the City to maintain them.

Very truly yours

State Highway Engineer

RHB:jn

OFFICERS
P. M. BRANDT, MAYOR
RALPH P. SCHINDLER, MUNICIPAL JUDGE
MARGARET E. LOWE, CITY TREASURER
W. E. MYNATT, CHIEF OF POLICE
JAY L. LEWIS, CITY ATTORNEY
FRED J. PORTER, CITY ENGINEER
PERCY TALLMAN, CHIEF FIRE DEPARTMENT
ARTHUR ALLEN, ASSISTANT FIRE CHIEF

CITY OF CORVALLIS
OREGON
HOME OF OREGON STATE COLLEGE

COUNCILMEN
FIRST WARD
L. E. STUTZ A. J. DARLING
SECOND WARD
H. W. HAND GEO. K. ABRAHAM
THIRD WARD
B. GLENN M. H. ALLEN
AT LARGE
FRANCIS ZIEGLER H. A. STILES
U. S. BURT

CORVALLIS, OREGON

August 13, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Earlier this year, under supervision of the State Highway Commission, a part of Western Avenue in this City wes paved and while the work was in progress the traffic was detoured over other streets, particularly on Twentieth street between A street and Western Avenue and on A street between Fifteenth and Twentieth streets. As a result of this detonring these two streets have been left in a very rough and dusty condition and the resddents have been vigorously demanding that they be given some relief.

The situation is somewhat aggravated by the fact that shortly before this work began these residents had, at their own expense, had the street oiled, and also by the fact that just about the time the detour was established work was started on resurfacing the Waldport road west of Philomath and this detour was used by a continuous stream of heavily loaded and hard driven State Highway Commission trucks.

Some of the members of our City Council have asked me to write you and request that your department, if at all possible, take care of this situation. They also ask me to call your attention to the fact that just last summer this City spent about $600.00 in repairing and reoiling the part of Western Avenue that was later paved and they feel that they have spent about all the money on this street that they can stand. Any action that your department can take toward relieving this situation will be sincerely appreciated by everyone concerned.

Very truly yours,

Ralph P. Schindler

City Recorder

S

[illegible]

222A

November 22, 1934

Mr. P. M. Brandt, Mayor
Corvallis, Oregon

Dear Mr. Brandt:

For the information of yourself and the people of Corvallis, we are writing to tell you that the U. S. Bureau of Public Roads has limited its approval of the proposed paving project in Corvallis to the portion laying west of the route of the West Side Pacific Highway (Third Street), and that we are, therefore, obliged to eliminate from the project the paving of that block on A Street which lays between Second and Third Streets.

We propose to receive bids on December 20th for the approved portion of the project.

Very truly yours,

State Highway Engineer

MEMBER
BUILDERS EXCHANGE

THE UNITED CONTRACTING COMPANY
[redacted]
[redacted]
PORTLAND, OREGON
311 STOCK EXCHANGE BUILDING

2212a

August 10, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. R. H. Baldock.

Gentlemen:

Your letter of August 7, 1934, concerning our claim on the Corvallis Paving Project special weighing bunker. Your decision in this matter is final as far as we are concerned. We merely wish to state that we were not permitted to select the method of mixing the screenings and sand, either at the bunkers or batching plant. We were instructed by your engineer to weigh the materials separate.

Therefore, in fairness to ourselves and other contractors, who may bid on future projects in the vicinity of the works in question, we would suggest that you designate in the special provisions of your specifications the method you will require for mixing sand and screenings to make an acceptable product. In that vicinity it is economically impossible to obtain a sand from any of the commercial plants on the river that will pass your concrete specifications, which means either shipping in a product at a higher cost or weigh batching four kinds of aggregate obtained locally.

Yours very truly,

THE UNITED CONTRACTING COMPANY,

By R. D. Hoyt,
President.

ABH/C

REFERRED TO
Probst
State Highway Engineer

772-a

August 7, 1934.

United Contracting Company,
310 Stock Exchange Bldg.,
Portland, Ore.

Attention - Mr. Hoyt.

Gentlemen:

Your bill in the amount of $138.16, to cover the cost of erecting a separate weighing bunker to handle crushed rock screenings on the Corvallis Paving job, has been rejected as it is provided in our contract that if the sand does not pass specifications it may be built up by the addition of crushed rock screenings. In ordinary circumstances crushed rock screenings are usually added to the sand at the gravel plant by permitting a certain percentage of crushed screenings to flow into the bin with the sand; but in this particular instance the sand and screenings were delivered to the batching plant in separate piles in such a manner that there was no method of mixing the screenings with the sand except to weigh out a certain amount and add it to the batch.

It is the province of the contractor either to furnish acceptable sand or to add the screenings in a systematic manner so that every batch of sand has the requisite amount. You elected to furnish sand below the specification requirements, therefore the Highway Department cannot be responsible for the cost of adding the rock screenings. By building a small hopper the batching man was able to take care of the screenings in addition to the rest of the batching, whereas if the screenings had been added by volume another man would have been necessary to handle the screenings alone. Therefore it would seem that this material had been handled in a systematic as well as a scientific manner, and therefore cannot accept the bill for payment.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

#1565

222-a

July 31, 1934

American Surety Company of New York,
W. J. Lyons, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1565 for the construction of the Corvallis Section of the Corvallis-Newport Highway in Benton County has been completed by the contractors, The United Contracting Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 10, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $17,001.35 including the final payment. Of this amount $117.74 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 9, 1934, 193

Section Corvallis

Kind of work Concrete laying

Highway Corvallis- Newport

Section prefix 2FF

Contractor United Contracting Co.

Contract number 1565

Date of contract December 28, 1933, 193

Date of completion June 30, 1934, 193

Date work started Feb. 10, 1934, 193

Estimated date of completion June 11, 1934, 193

Amount of contract $ 16364.00

Per cent of time elapsed 94 %

Estimated cost of completed project, exclusive of engineering $ 16364.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 700.00, 4.5 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday AM. party XXXX set grades for connection of pavement with Western ave. Inn office completed profile and mass diagram. No other work by party on this section during the week.

Contractor proceeded with top shouldering and rolling all week. shoulders completed at week end.

Monday June 11 contractor will finish trimming gutter lines to grade and remove pipe line.

Sprinkled surfacing on shoulders all week during rolling.

Removed a section of old wood flume in drain across station 47 + 00, which was blocking drainage and replaced with 12" concrete tile. 3 men ½ day.

Final estimate will be completed on June 15th.

JUN 11 1934
DIV

RECEIVED
JUN 11 1934
CONSTR

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.44	0.44			0.44
Miles partially completed					
Miles completed	0.44	0.44			0.44
Total estimated quantities	2100	900			5300
Estimated quantities moved or placed to date	1925	1300			5180.4
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		2			
Hours per shift		5			
Average force on project for week		14			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Benton COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4				1		5
Men and teams	1						1
Men and trucks under 3 tons	2						2
Men and trucks over 3 tons	2						2
Men and ~~tractors~~ blade	2						2
Men and roller	2						2

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., 1 team blade, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	"		
Wednesday	cloudy		
Thursday	"		
Friday	fair		
Saturday	fair.		

FORM 5-B-1 15663 500 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

June 1, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

2 FF

Mr. H. G. Smith,
Construction Engineer
Office.

Dear Sir:

With reference to the Corvallis paving job and the complaint of Mr. J. M. Conner regarding the closing of the highway in front of his service station:-

Paving work was commenced on the west end of this project at the Oak Creek bridge on May 11th, the first half being laid on that date to some point near the road intersection at Station 46. Traffic was detoured from this date to other streets and roads and was brought into the highway again at a point west of Oak Creek. The second half of the pavement was laid as soon as possible thereafter with a hot mix between the bridge and the intersecting road at Station 46 with the idea of opening this section at the earliest possible time in order to inconvenience the residents, and this service station in particular, as little as possible.

The first stretch of this pavement is now 21 days old. The tests are adequate for opening to traffic, and this section is being opened this date.

Yours very truly,

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. Wm. E. Chandler

Stencil No. 124

a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE NO. USPW Ore. NRM 222-A

May 17, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jeon

Hwy 19117

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-222, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5818

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 16th day of April, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 13th day of November, 1933, a project statement, which was approved by the Secretary on the 11th day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 7th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighteen thousand, and 40/100 dollars ($18,000.40) as the share of the United States payable under said act on account of Section A of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

~~Between~~ Western Avenue and Philomath Road between survey station 29+66.8 at the intersection of Western Avenue with 15th Street and survey station 52+96.5 at the west city limits, all in the City of Corvallis, an official control point

, length 0.441 of a miles/in Benton County, being Section A of Oregon U.S. Public Works project No. NRM-222, consisting of 0.441 of a miles/of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eighteen thousand, and 40/100 dollars ($18.000.40), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~ is xxxxx), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

~~Secretary of Agriculture~~

U S GOVERNMENT PRINTING OFFICE: 1933 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Public Works** Project No. **NRM-222-A.**, State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **15,000.40** as the total estimated cost of said project, and the sum of $ **15,000.40** as the share of the United States, payable under said acts on account of such project, which **is the** ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 3 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

By [illegible]
Acting **Chief, Bureau of Public Roads**

FORM 9-A-1 19748 19M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

112-2a

May 10, 1934.

IN REPLY PLEASE REFER TO FILE NO.

United Contracting Co.
711 Stock Exchange Bldg.
Portland, Ore.

Dear Sir:

A copy of your sub-contract with V. M. Arrington dated March 27th, has just reached my office this morning.

Mr. Arrington undertakes to adjust 12 catch basins, 12 inlets, 9 manholes and to remove planks,,perform fine grading and construct concrete pavement. The terms of your sub-contract with Mr. Arrington are satisfactory and your sub-contract is approved with the single exception that the completion date is stated as May 1st, 1934 and this date should be advanced to permit completion by sub-contractor.

I am sorry the delay has occurred as I understand you sent the sub-contract to the Salem office on April 17th,. Through some mischance this was overlooked.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock ✓
cc. E. E. Johnston
cc. V. M. Arrington
EAC:AWF

FORM 8-A-1 11684 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

222-a

January 22, 1934.

IN REPLY PLEASE REFER TO FILE NO.

The United Contracting Company,
511 Stock Exchange Bldg.,
Portland, Ore.

Gentlemen:

As requested in yours of January 19th, we are sending you two sets of plans for center joint marking discs, fine grading templets and concrete planer float, to be used on your concrete paving jobs.

With reference to the 15 ft. float used at Astoria, this was built as an experiment and proved to be very satisfactory for use on tangents. It can be easily handled by one man and give a more satisfactory job and if properly used reduces the amount of planing. Because of the length of the float it cannot be used on super-elevated curves nor on vertical curves. We are having our engineer send in a sketch of the 15 ft. float used at Astoria and if you wish to use this in connection with your ten ft. floats we will be very glad to give you the specifications.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓

January 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Corvallis Section, Project No. NRM-222-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Highway Project No. NRM-22B-A

CORVALLIS SECTION OF THE CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 18, 1934

2,100	cu. yds.	Excavation, Single Classification	$ 0.60	$ 1,260.00
2,000	yd. sta.	Overhaul	0.02	40.00
700	yd. mi.	Truck Haul	0.20	140.00
450	cu. yds.	Salvaging Surfacing Materials	0.40	180.00
300	" "	Stockpile and Reload Salv. Matls.	0.35	105.00
50	lin. ft.	12" Concrete Pipe	1.20	60.00
70	" "	8" Vitrified Clay Pipe	0.75	52.50
2	only	Concrete Catch Basin and Cover	25.00	50.00
1	"	Reset Lamp Hole	15.00	15.00
5,300	sq. yd.	Portland Cement Concrete Pavement	2.38	12,614.00
500	lin. ft.	Expansion Joints	0.20	100.00
3,000	" "	Contraction Joints	0.04	120.00
300	only	Dowels	0.25	75.00
2,000	lbs.	Tie Bars and Reinforcement	0.06	120.00
300	cu. yds.	Lower Course Cushion	1.30	390.00
100	" "	Top Course Cushion	1.40	140.00
400	" "	Base Course Shoulders	1.30	520.00
200	" "	Top Course Shoulders	1.60	320.00
100	" "	Filler	0.50	50.00
50	yd. mi.	Hauling Filler	0.25	12.50
			Sub-total	$ 16,364.00
			10% Engr. & Cont	1,636.40
			Total	$ 18,000.40

Length of Roadway	0.441 mile
Cost per mile	$ 40,817.23

National Recovery Municipal Highway Funds Requested............$ 18,000.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

222-A

January 11, 1934

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

We are sending you by express an executed copy of the contract that was recently awarded to you for the construction of the Corvallis Section of the Corvallis-Newport Highway in Benton County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

January 4, 1934

The United Contracting Co.
311 Stock Exchange Bldg.
Portland, Oregon

Gentlemen:

For use in connection with the Corvallis Paving Project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office in the Courthouse at Corvallis, Oregon.

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

222-a

December 30, 1933

The United Contracting Co.
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 28 for the construction of the Corvallis Section of the Corvallis-Newport Highway in Benton County, and has awarded to you the contract for such work at your bid price of $16,364.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works project NRM 222-A, Corvallis section of the Corvallis-Newport Highway, to the United Contracting Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

December 14, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

The Acting Chief of Bureau on December 11, 1933, approved the project statement for Oregon Federal Aid Project No. 222, involving the improvement of 16.0 miles of road on the Blodgett-Corvallis Section of the Corvallis-Newport Highway, in Benton County.

On the sketch map this road is designated "Albany-Corvallis Highway (Federal Route No. 10)". We have changed this to read "Corvallis-Newport Highway (Federal Route No. 22)".

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Senior Highway Engineer.

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with your letter of December 2nd, we are submitting herewith five copies of the clause to be included in the special provisions for the Corvallis Project (NRM 222-A) reserving the right to reduce the amount of work to be performed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for OREGON NRM 222-A, Corvallis Section of the Corvallis-Newport Highway.

This is your authority to advertise.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Your attention is called to a discrepancy in the amounts of the Item "Salvaging Surfacing Materials", as shown on P.S.E. estimate and proposal form respectively. The former shows 550 cubic yards and the latter 450 cubic yards. Will you please advise which is the correct figure and forward corrected copies of the sheet in error.

The special clause covering reduction in length of project to meet available funds should be included in the special provisions. Will you please forward 5 copies of supplemental notice to contractors making this provision.

Send
copies
of revised
sheet and
special
provisions

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 2, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Oregon U. S. Public Works Project NRM 222-A, the Corvallis section of the Corvallis-Newport Highway.

In reviewing the specifications, it is noted that the clause suggested in Mr. MacDonald's memorandum of November 6, a copy of which was sent you with our letter of November 10, 1933, has not been included. As the estimated cost is in excess of the programmed amount, a clause providing for reduction of the project should be inserted in the special provisions.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

November 29, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Corvallis Section, Project No. NRM-223-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Highway Project No. NRM-223-A

CORVALLIS SECTION OF THE CORVALLIS-

NEWPORT HIGHWAY IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)
~~(Estimate to accompany plans. Not as basis for project agreement.~~

January —, 1934.
Salem, Oregon, ~~November 23, 1933.~~

2,100	cu. yds.	Excavation, Single Classification	$ 0.30	0.60	630.00	1,260.00
2,000	yd. sta.	Overhaul	0.03	0.02	60.00	40.00
700	yd. mi.	Truck Haul	0.15	0.20	105.00	140.00
550	cu. yds.	Salvaging Surfacing Materials	0.50	0.40	275.00	180.00
300	" "	Stockpile and Reload Salv. Matls.	0.50	0.35	150.00	105.00
50	lin. ft.	12" Concrete Pipe	1.50	1.20	75.00	60.00
70	" "	8" Vitrified Clay Pipe	1.40	0.75	98.00	52.50
2	only	Concrete Catch Basin and Cover	40.00	25.00	80.00	50.00
1	"	Reset Lamp Hole	10.00	15.00	10.00	15.00
5,300	sq. yd.	Portland Cement Concrete Pavement	2.20	2.38	11,660.00	12,614.00
500	lin. ft.	Expansion Joints	0.20	0.20	100.00	100.00
3,000	" "	Contraction Joints	0.04	0.04	120.00	120.00
300	only	Dowels	0.20	0.25	60.00	75.00
2,000	lbs.	Tie Bars and Reinforcement	0.05	0.06	100.00	120.00
300	cu. yds.	Lower Course Cushion	2.00	1.30	600.00	390.00
100	" "	Top Course Cushion	2.00	1.40	200.00	140.00
400	" "	Base Course Shoulders	1.25	1.30	500.00	520.00
200	" "	Top Course Shoulders	2.00	1.60	400.00	320.00
100	" "	Filler	0.50	0.50	50.00	50.00
50	yd. mi.	Hauling Filler	0.20	0.25	10.00	12.50
			Sub-total		$ 15,283.00	16,364.00
			10% Engr. & Cont.		1,528.30	1636.40
			Total		$ 16,811.30	18,000.40

Length of Roadway 0.441 mile
Cost per mile $ 38,120.86 40,817.23

National Recovery Municipal Highway Funds Requested $ 16,811.30 # 18,000.40

[illegible]

November 13, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of Project Statement for the Blodgett-Corvallis Section to which has been assigned No. 222.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. 222
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 13, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Blodgett-Corvallis Sec. Corvallis-Newport Hwy.

2. Between control points of official description: Pt. on F.A. Road near Newport and Pt. on F.A. Road at Corvallis

3. Between intermediate control points if used: and

County of Benton

4. Length in miles (gross) 16.0 (net) 16.0

5. Preliminary estimate of cost: Total, $ 300,000; section of road to be first improved, $ 15,000, of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current income to insure completion: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—3072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income; Chap. 41, laws 1927 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: Corvallis

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

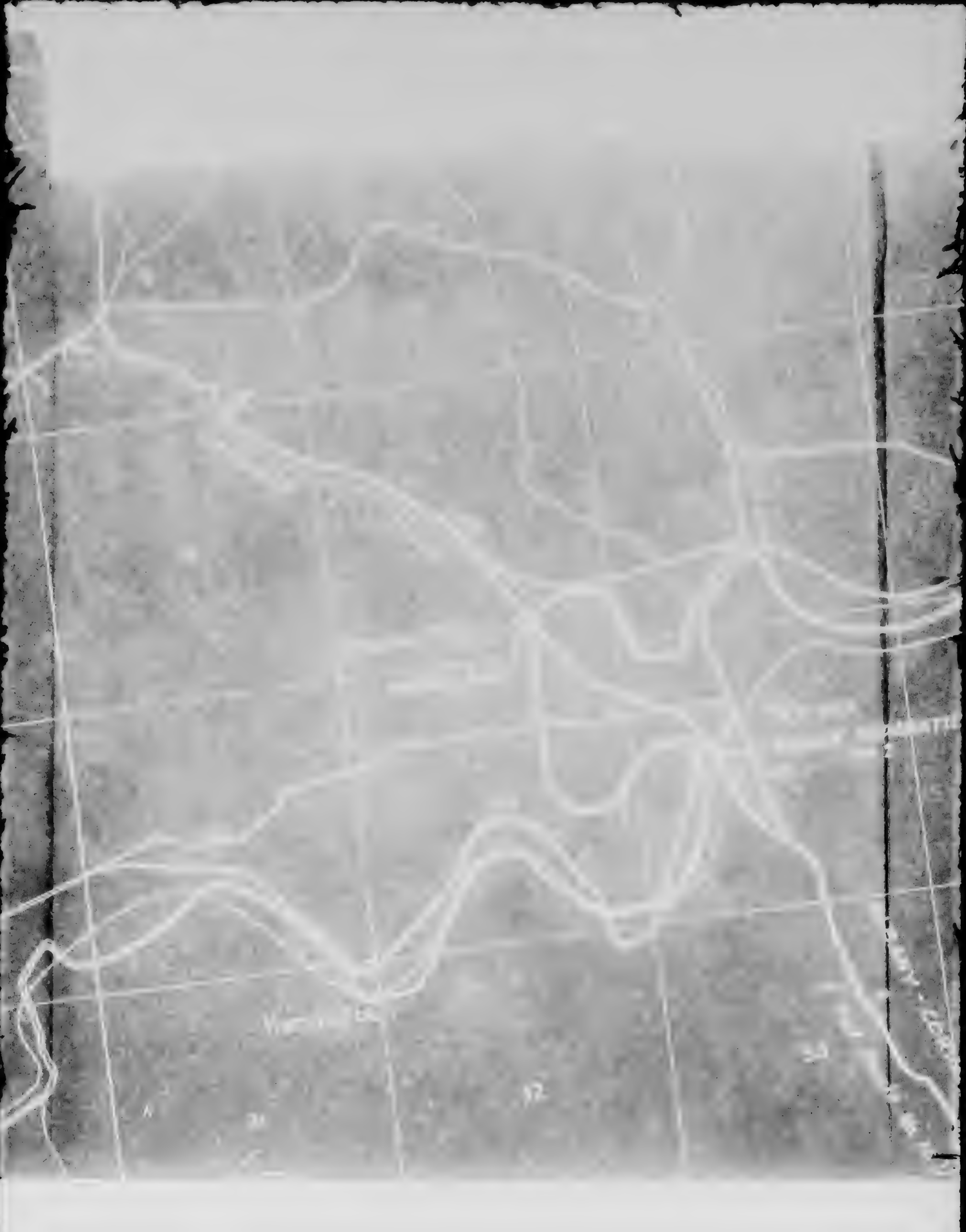
By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

MARY'S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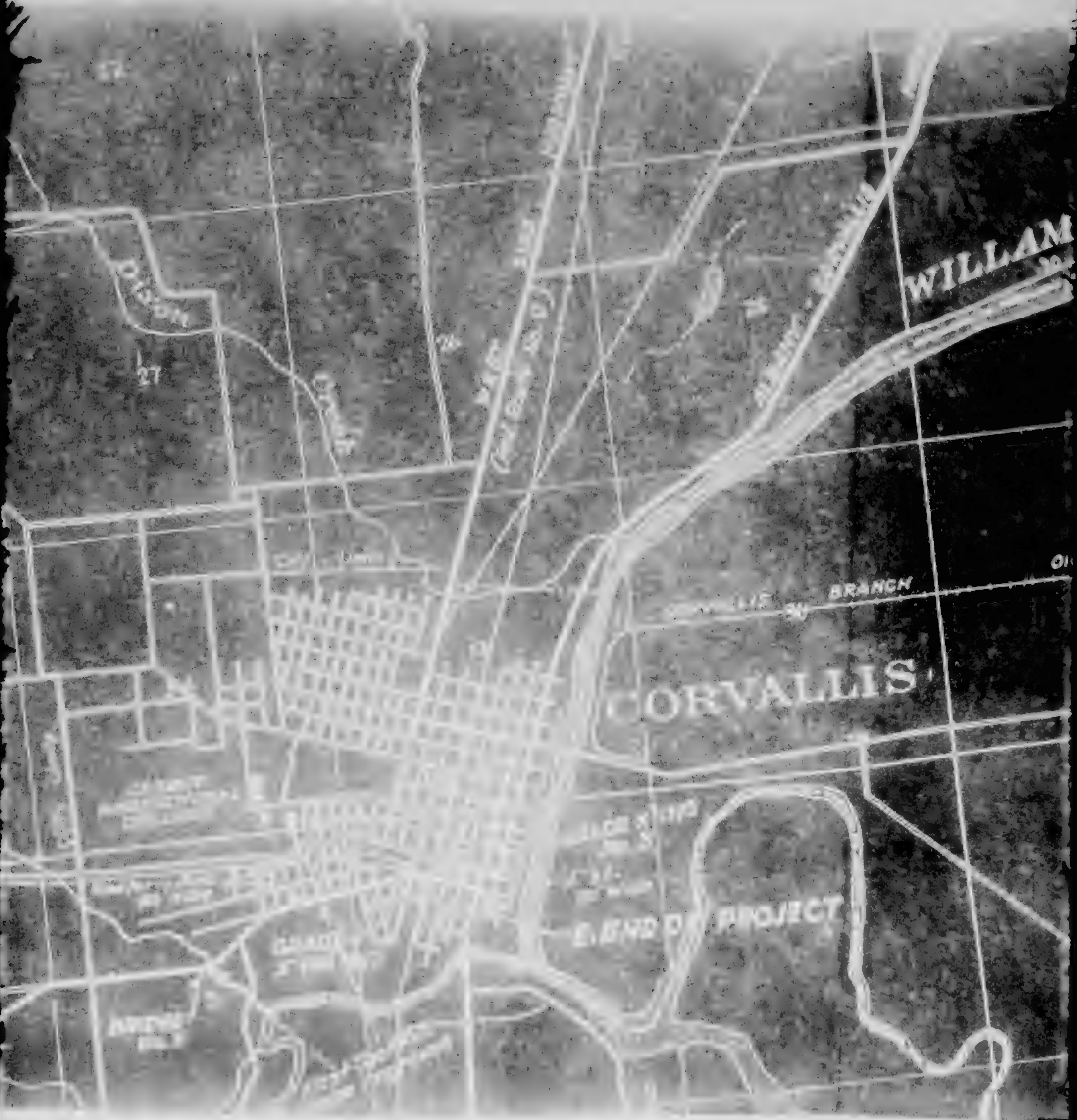
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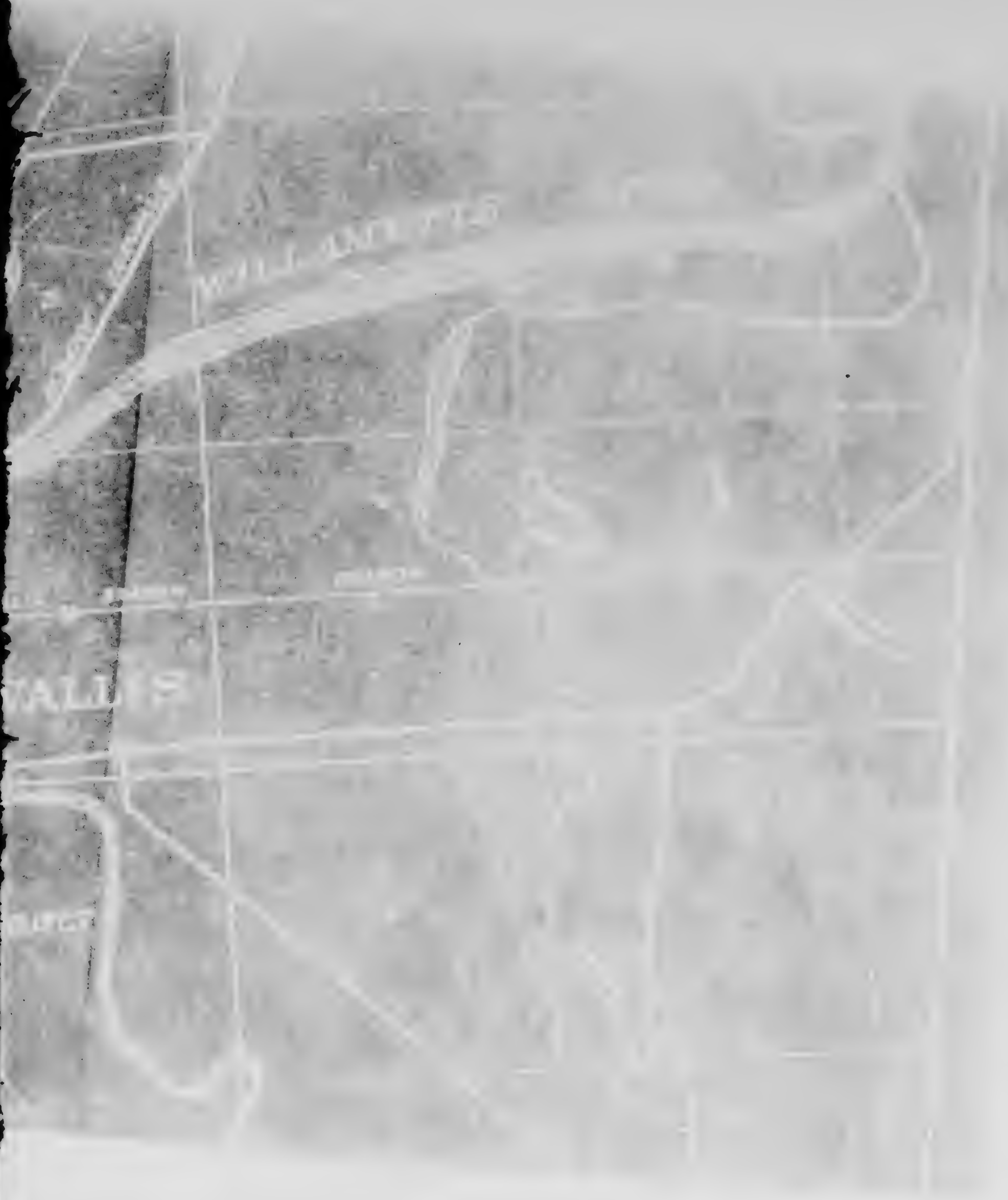
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No. 4
Flynn
No. 1
Philoma

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Muddy
Cr.
OREGON STATE HIGHWAY DEPARTMENT
BLODGETT–CORVALLIS SECTION
BENTON COUNTY
222

CONTRACT #1566

NRS 228 South Fork Alsea River Br. 1933

1566

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On October 15 the Acting Chief of Bureau approved the project statement for Oregon U.S. Public Works Highway project NRS 228, Revised, involving the improvement of two miles of road known as the South Fork Alsea River Section of the Alsea-Deadwood Highway in Benton County.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

October 2, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the South Fork Alsea River-Bummer Creek Section of the Alsea-Deadwood Highway. Project NRS 228 originally was assigned to the South Fork Alsea River Bridge, and we have, accordingly, extended this project to include the roadwork between Project No. NRS 228-A and Bummer Creek.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS 228 (Revised)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

NATIONAL RECOVERY HIGHWAY ACT
~~[illegible] ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

Approved June 16, 1933, and acts amendatory thereof and supplementary thereto.

(Date) September 18, 1934

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916 (39 Stat., 355)~~ June 16, 1933, entitled "An Act ~~to provide that the United States shall aid the States in the constructi~~on ~~of rural post roads, and for other purposes~~ to encourage National Industrial Recovery, to foster fair competition, and to provide for construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road South Fork Alsea River Section, The Alsea-Deadwood Highway
2. Betw~~een control points of official descripti~~on: a point in the SW¼ Sec. 24, T. 14 S., R. 8 W., and a point in S. E. ¼ Sec. 12, T. 14 S., R. 8 W.
3. Between intermediate control points if used: and

County of Benton

4. Length in miles (gross) 2.0 (net) 2.0
5. Preliminary estimate of cost: Total, $47,900; section of road to next ~~be first~~ improved, $40,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Sufficient to insure completion: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 248, Laws 1930.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—8072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income: Chapter 41, Laws 1927; Chapter 248, Laws 1930.

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 5—[illegible]

#1566

228

Portland 104 10m 4-2-34

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

July 30, 1934

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: 58134-12-119-34 - Sig Ash

The above bond covers the contract of Mr. Ash for the construction of Bridge No. 1856 on the Alsea-Deadwood Secondary Highway, in Benton County, over South Fork Alsea River, near Alsea, Oregon.

We enclose herewith our inquiry blank which we ask you to properly complete and return to us at your early convenience, to advise us of the present status of this contract.

Stamped, self-addressed envelope is herewith enclosed.

Yours very truly,

M K Scott
Assistant Manager

EC

#1566

Mo 228

July 6, 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1566 for the construction of a bridge over the South Fork of the Alsea River on the Alsea-Deadwood Secondary Highway in Benton County, has been completed by the contractor, Sig Ash, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 16, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $7,474.56 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 8-B-1 14734 8M 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

#1566

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

NRS 228

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 28, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

We wish to advise that Mr. Sig Ash completed all work under Contract No. 1566, South Fork of Alsea River on June 1, 1934.

Will you please secure permission for us to pay the final estimate on this job?

Very truly yours

C. B. McCullough
Bridge Engineer

By WAReeves
W. A. Reeves
Office Engineer

RR LD

Portland 104 10m 4-2-34

#1566
~~Benton Co~~
9/15-228

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

May 28, 1934

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: 58134-12-119-34 - Sig Ash

The above bond covers the contract of Mr. Ash for the construction of Bridge No. 1856 on the Alsea-Deadwood Secondary Highway, in Benton County, over South Fork Alsea River, near Alsea, Oregon.

We enclose herewith our inquiry blank which we ask you to properly complete and return to us at your early convenience, to advise us of the present status of this contract.

Thanking you, we are

Yours very truly,

S.L.Marak
Assistant Manager

Pd. to May 1st - $6,252.28
Rtd. $593.03
EC
Earned - $6845.31

PR 3-8

STATE OF OREGON
HIGHWAY COMMISSION
SALEM, OREGON

PROPOSAL FOR STATE HIGHWAY BRIDGE CONSTRUCTION

on the ALSEA-DEADWOOD SECONDARY Highway

in BENTON County

over SOUTH FORK OF ALSEA RIVER

near ALSEA

Bridge No. #1856 NRS228

Proposal of ____________________

Bids Received December 29, 1933

EXAMINED AND RECOMMENDED FOR APPROVAL
DIST. OFFICE JC (DATE) DEC 13 1933
REG. HDQTRS. JM (DATE) APR 6 1934

INSTRUCTIONS TO BIDDERS

Work Upon Which Bids Are to Be Received

The work for which bids are to be received is as described on the sheets inserted between pages 4 and 5 hereof.

Time and Place of Receiving Bids

The time and the place at which bids will be received are as stated on the sheets inserted between pages 4 and 5 hereof.

Submission of Proposals

Each proposal must be presented under sealed cover, to the State Highway Commission at the time and place fixed for the receiving of bids, and must be made identifiable by a notation upon the outside of the cover stating that it is a proposal and giving the name of the particular project to which it applies.

To insure the receipt and consideration of proposals by the State Highway Commission, same must be delivered by the bidder in person, or by messenger, particularly in cases where bids are to be received at some place other than Salem, Oregon. The Highway Commission has no post-office address other than Salem, and proposals mailed to any other address will be delayed in delivery. Proposals mailed to the Highway Commission at Salem will be given consideration if received at the Salem office in time to be conveniently transmitted to the place of meeting before the hour of opening bids, but the submission of bids in this manner is not desired, and the Highway Commission assumes no responsibility for the receipt, transmittal or consideration of bids so submitted.

All proposals must be made in the proposal form provided by the State Highway Commission for the particular work upon which the proposal is made. They must give the prices proposed, both in writing and in figures, and they must contain all signatures, names, addresses and other information called for.

Specifications and Plans

The work covered by this proposal shall be done in accordance with the provisions, specifications, terms and requirements set out in the "Standard Specifications and Contract Agreement for State Highway Bridge Construction" in use by the State Highway Commission at the time bids are called for, supplemented by the special provisions, given upon the sheets inserted between pages 4 and 5 hereof, and supplemented by the plans, profiles and other information on file in the office of the State Highway Commission at Salem, Oregon.

A copy of the "Standard Specifications and Contract Agreement" above referred to will be furnished to the bidder upon request.

Contract

The contract into which the successful bidder shall enter shall be of the form given in the above-mentioned standard "Specifications and Contract Agreement for State Highway Bridge Construction."

Definitions

For a definition of the various terms such as "contractor," "engineer," etc., bidders are referred to pages 3 and 4 of the specifications.

Bid Quantities Approximate Only

The bid quantities shown in this proposal are approximate only, being given as a factor for the computation of the total amount of each bid, upon which basis such bids are to be compared. The Commission does not expressly, or by implication, agree that the actual amount of the work will correspond therewith and reserves the right to increase or decrease the amount, as may be deemed necessary or expedient by the Engineer, of any class or portion of the work. The attention of the bidder is specifically called to that paragraph of the proposal which debars him from pleading misunderstanding or deception because of estimates of quantities, character, location, accessibility or other conditions surrounding the work.

The State Highway Commission reserves the right to, at any time prior to the hour of opening bids, make such changes or corrections in plans, specifications or quantities as may appear to the Highway Commission or the Engineer to be necessary or desirable. Bidders will be notified of such changes or corrections by letter mailed to the contractor's address as it appears in the files of the Highway Commission, or an announcement of such changes or corrections will be made immediately prior to the opening of bids and bidders given the opportunity to withdraw their bids.

The State Highway Commission will not be responsible for failure of bidders to receive notifications sent out as above stated or for failure of bidders to withdraw their proposals after announcement of changes or corrections in plans, specifications or quantities, and all proposals opened will be understood to be based upon the changed or corrected plan specifications or quantities, and all bidders will be bound thereby.

Examination of Plans, Site, Conditions, Etc.

It is understood that the contractor, before signing this proposal, has made a careful examination of the attached conditions and of the plans, specifications and contract agreement; that he has fully informed himself as to the quality of materials and character of work required; and that he has made a careful examination of the location and condition of the work and the sources of supply for materials. The state of Oregon will in no case be responsible for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in regard to all conditions pertaining to the work.

Federal, State and Local Laws

The attention of bidders is specifically called to the necessity of being familiar with federal, state and local laws as the contractor will be required to secure the necessary state and local licenses and permits and shall carry on his work in accordance with all such laws and local regulations.

Filling In Proposal Form

The bidder must submit his proposal on the proposal form attached hereto. The blank spaces in the proposal must be filled in correctly, where indicated, for each and every item for which a quantity is given, and the bidder must state the unit prices, written in ink, both in words and numerals, for which he proposes to do each item of the work contemplated. The bidder shall sign the proposal on the blank space provided therefor. If the proposal is made by a partnership or corporation, the name and address of the partnership or corporation, as well as that of the agent acting therefor, shall be given. The name and address of each member of a partnership, or, if a corporation, the name and address of each of the officers of such corporation, shall be given in the blank spaces provided therefor.

Proposals which are incomplete, or which are conditioned other than as herein authorized, or which contain any erasure, alteration, addition, or item not called for in the itemized proposal, or which contain any irregularity, or which are not in conformity to law, may be rejected as informal.

Bidding on More Than One Project

A bidder who desires to bid on more than one project at a single letting, but who desires to protect himself against receiving the award of more projects than he is equipped to handle, may bid on any number of projects, securing the protection desired by writing in, on page 6 of the proposal form for each project bid on, a statement limiting, either by number of projects or by total of contract amounts, the volume of work that may be awarded to him. The statement shall be written into the proposal form for each and every project bid on, and in each case the wording shall be the same.

If the volume of work is to be limited by the number of projects, the wording of the statement must be as follows:

> "This bid is conditioned upon my (or our) not being awarded contracts for more than .... of the projects on which I (or we) have bid at this letting."

If the volume of work is to be limited by the total of the contract amounts, the wording of the statement must be as follows:

> "This bid is conditioned upon my (or our) not being awarded contracts at this letting for an aggregate total amount in excess of .... Dollars ($....................................)."

The bidder shall make no qualification of his bids which will reserve to himself the right to choose, from among two or more projects, the project or projects for which he will accept contract awards. Selection of projects will be made by the State Highway Commission.

Withdrawal of Proposal

Permission will not be given to withdraw, modify, or explain any proposal after it has been deposited with the State Highway Commission, except as previously provided.

Proposed Guaranty

Each bid shall be accompanied by cash, a bidder's bond made payable to the state of Oregon, or a certified check made payable to the secretary of state of the state of Oregon, for an amount equal to at least five (5) per cent of the total amount of said bid, and no bid shall be considered unless such cash, bond or check is inclosed therewith.

Should the successful bidder to whom the contract is awarded fail to execute the same within ten (10) days (not including Sundays) from the date of receiving the contracts prepared and ready for execution, or fail to execute and deliver the contract and contract bond as required, or fail to commence work, or fail to satisfactorily prosecute same in accordance with the terms of the contract, such cash, bond or check shall, if the Highway Commission so orders, be forfeited to said state of Oregon, and, at the option of the Highway Commission, the award may be withdrawn and the contract canceled.

If a bidder's bond is given, it must be executed upon the State Highway Commission's standard proposal bond form No. 1-A, copy of which bond form is bound herewith.

> (Oregon and Washington agents of nearly all incorporated surety companies are supplied with copies of this standard form of proposal bond, and their copies may be used when circumstances make it inconvenient to secure an execution of the bond on the copy which is bound herewith. If desired, the bond form bound herewith may be detached for separate execution.)

Opening of Proposals

Proposals shall be opened and read by the secretary of the Highway Commission in the presence of the Commission and in the presence of bidders or their representatives submitting proposals, and any others who may be interested.

Qualification of Bidders

Each bidder must be prepared to submit for consideration with his bid such record of his work and any further evidence that may be required by the Commission regarding his experience and ability in work similar to that bid on, as well as a statement showing his financial standing and assurance that he has or will promptly provide suitable and sufficient plant, labor and equipment for each of the different kinds of work. Failure to furnish, upon request, such a record of work and evidence of capability, any false or misleading statements therein, or omission of any important part thereof, shall be sufficient cause for the rejection of the bid. The bidder's experience, ability, responsibility and record of work accomplished, as shown by this statement, will be considered in determining the best bid.

Different Proposals

More than one proposal from an individual, firm, partnership, corporation or association under the same or different names, will not be considered. Collusion between bidders will be sufficient cause for the rejection of all bids so affected.

Comparison of Bids All bids are to be compared on the basis of the total amounts of the bids. The total amount of the bid, for the purpose of determining the amount of bidder's deposit and surety bond and of comparing the bids, shall be the total sum computed from the Engineer's estimate of quantities as given herein and the unit price submitted in the bid.

AWARD AND EXECUTION OF CONTRACT

Rejection of Proposals The Commission reserves the right to reject any and all proposals and to waive technicalities as it may deem best for the interests of the state. Proposals may be rejected if they show any alteration of form, additions not called for, conditional or alternate bids, irregularities of any kind, or if they contain a clause in which the bidder reserves the right to accept or reject a contract awarded to him, except as herein provided, or if they are not in conformity to law. Proposals in which the prices are obviously unbalanced may be rejected.

Award of Contract All contracts shall be awarded by the Commission within 30 days from the date of the receipt of the proposals. All proposal guaranties, except that of a successful bidder, will be returned within three days following the award of the contract. When the award is deferred for a period of time longer than 10 days, after the receiving of the proposals, all guaranties, except those of the three lowest responsible bidders, will be returned. Should no award be made within 30 days, all proposals will be rejected and all guaranties returned.

Execution of Contract The successful bidder shall, within 10 days (not including Sunday) from the date of the mailing of notice from the Commission to him at the address given in this proposal that the contract is ready for signature, and before the commencement of any work, file with the Secretary of the Commission an acceptable bond. The contract shall not be binding until this bond is so furnished and approved by the Commission, and if not furnished within the 10 days herein specified, the Commission may, at its option, determine that the bidder has abandoned the contract and thereupon the proposal guaranty shall be forfeited and shall become the property of the state of Oregon.

Surety Bond To guarantee the faithful performance of the contract, the successful bidder will be required to furnish a surety bond, which surety bond must be the surety bond of an incorporated surety company licensed to transact business in the state of Oregon, and which bond must be in all respects satisfactory and acceptable to the State Highway Commission. The amount of the surety bond shall be as follows:

Amount of Contract	*Amount of Bond*
Less than $ 50,000	100 per cent of amount of contract
$50,000 to $100,000	$50,000
More than $100,000	50 per cent of amount of contract

It is agreed that the contractor shall, within ten (10) days (not including Sunday) from the date of receiving from the said State Highway Commission the contract prepared and ready for execution, and before commencing the work hereunder, furnish the said State Highway Commission a corporate surety bond, as above specified, for the faithful performance of the contract in all respects, and the contract shall not be binding until said bond is so furnished and approved by said State Highway Commission, and if not so furnished within the ten (10) days herein specified the State Highway Commission may, at its option, determine that the bidder has abandoned the contract, and thereupon the security accompanying this proposal shall be forfeited, and the same shall become the property of the state of Oregon. The form of surety bond shall be that adopted by the State Highway Commission.

Bridge No. 1856

SPECIAL PROVISIONS

South Alsea River Bridge

The following are special provisions supplementing the standard specifications and applying particularly to the work upon which this proposal is submitted. In case of conflict between these special provisions and the standard specifications, the special provisions will take precedence.

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at 9:00 o'clock A. M., Friday, December 29, 1933, at the Multnomah Hotel, Portland, Oregon.

All proposals must be presented under sealed cover to the State Highway Commission at the time and place stated above, and must be endorsed as follows:

"Proposal to Construct South Fork of Alsea
River Bridge in Benton County."

DESCRIPTION OF WORK

The work contemplated in this contract consists of the construction of 2 - 19' composite frame trestle spans and 1 - 55' "I" beam span over the South Fork of Alsea River approximately 1½ miles south from Alsea, on the Alsea-Deadwood Secondary Highway in Benton County as shown on drawings numbered 5124, 4585, 5085, 5068, 4939 and 4441.

DATE OF COMPLETION

All work contemplated in this contract shall be completed on or before June 30, 1934.

Cooperation Requirements:

The funds for the work included in this contract are furnished by the United States Government through its National Recovery Act with the purpose and intention of providing work for the unemployed at the earliest possible date and during the winter months.

The contractor shall place his orders for lumber within five (5) days after the execution of the contract and shall also place his orders for all other materials in sufficient time that the material will be delivered to the job before it is needed.

The contractor agrees to expedite the performance of the work to be done under this contract in every manner possible, consistent with construction results satisfactory to the State Highway Commission and the U. S. Bureau of Public Roads. He agrees, also, to be guided by the judgment and the orders of the engineer in all matters pertaining to the timing of the various operations involved in the performance of the work, it being understood that one of the major considerations in the timing is to be the placing of men in employment at the earliest possible date.

The contractor shall conduct his operations in such a manner and at such a rate that all work incidental to the completion of the structure, up to the bottom of the roadway slab, shall be completed on or before April 15, 1934.

No. 2

FEDERAL REQUIREMENTS PERTAINING TO
EMPLOYMENT OF LABOR, SUBCONTRACTING,
USE OF DOMESTIC MATERIALS, ETC.

Application of Federal Requirements:

The requirements stated under this heading are requirements stipulated by the U. S. Bureau of Public Roads for application to all work financed in part or in whole with funds apportioned to the states for Emergency Construction of Highways by the National Industrial Recovery Act. They shall apply to the work to be performed under this contract and shall take precedence over any provisions of the contract that may be in conflict therewith.

Employment Lists:

One or more local employment services or agencies will be designated by the United States Employment Service to prepare the employment lists for the project. The contractor will be advised at or prior to the time of the award of the contract of the exact designations and locations of the agencies selected for this purpose; and the names and locations of such agencies shall be inserted in the contract.

Subletting or Assigning the Contract:

The contractor shall perform with his own organization and with the assistance of workmen under his immediate superintendence, work of a value not less than 80 per cent of the value of all work embraced in the contract exclusive of items not commonly found in contracts for similar work, or which require highly specialized knowledge, craftsmanship and/or equipment not ordinarily available in the organizations of contractors performing work of the character embraced in the contract.

No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer or his authorized representative. Requests for permission to sublet, assign or otherwise dispose of any portion of the contract shall be in writing and accompanied by a showing that the organization which will perform the work is particularly experienced and equipped for such work. The contractor shall give assurance that the minimum wage for unskilled labor and the maximum amount to be deducted for board, if furnished, as stated in his proposal shall apply to labor performed on all work sublet, assigned or otherwise disposed of in any way. Written consent to sublet, assign or otherwise dispose of any portion of the contract shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract.

Domestic Materials:

The contractor hereby warrants that all unmanufactured articles, materials, and supplies offered herein have been mined or produced in the United

8/1/33

States, and that all manufactured articles, materials and supplies offered have been manufactured in the United States substantially all from articles, materials or supplies mined, produced or manufactured, as the case may be, in the United States, unless articles, materials or supplies of the class or kind to be used, or the articles, materials or supplies from which they are manufactured are not mined, produced or manufactured, as the case may be, in the United States in sufficient and reasonably available commercial quantities and of a satisfactory quality. It has been determined with respect to asphaltic materials for highway purposes that it is impracticable to apply the above requirements.

Materials purchased and used under these specifications for which codes of fair competition as authorized under the National Industrial Recovery Act have been approved prior to the receipt of bids, shall be produced under such codes.

Selection of Labor:

All labor, skilled and unskilled, shall be employed from lists of available and qualified persons furnished the contractor by the employment agencies designated in the contract, provided, however, that employees in an executive, administrative or supervisory capacity may be employed without reference to such lists.

Whenever the contractor shall require labor he shall inform the designated employment agency or agencies of the number of laborers required for his needs and request a list of names from which he may select those necessary to meet his requirements. Should the employment agency or agencies at such times fail to supply a properly prepared list containing a number of names at least 25 per cent in excess of the indicated requirements of the contractor, giving the name, residence, age and previous occupation of each person, grouped in accordance with preference to (1) ex-service men with dependents who are residents of the political subdivision and/or county in which the work is to be performed, (2) other citizens and aliens who have declared their intention of becoming citizens who are bona fide residents of such political subdivision and/or county, (3) ex-service men with dependents who are bona fide residents of the State (or the Territory or the District of Columbia) in which work is to be performed, and (4) other citizens and aliens who have declared their intention of becoming citizens who are bona fide residents of the State (or the Territory or the District of Columbia) in which the work is to be performed, within forty-eight hours after the receipt of such request, the contractor may employ any available labor to meet his immediate requirements, provided, however, that when qualified the order of preference in employment stated in this paragraph shall apply. This above procedure shall obtain for each successive requirement of labor.

Any skilled or unskilled laborer found to be incompetent may be discharged, but replacement shall be made from lists furnished by the employment agencies, when such lists are available.

No skilled or unskilled laborer obtaining employment through the preference established herein and performing work satisfactory to the contractor shall be displaced because of any preference in employment which develops subsequent to his employment.

Wages, Hours of Employment and Conditions of Employment:

Executive or administrative employees shall include the contractor, superintendents, timekeepers, bookkeepers, clerical employees, storekeepers, or other office employees in a position of special trust and responsibility.

Supervisory employees shall include foremen, master mechanics, or any employees whose principal duties are to direct the work of others.

Skilled laborers shall include all persons employed as operators of power-driven equipment (other than passenger automobiles, and trucks of not more than 1½ tons rated capacity), carpenters, masons, blacksmiths, mechanics and all other persons employed at work requiring principally the use of special tools ordinarily used by persons skilled in particular trades. Any subcontractor who operates equipment, or who works with the tools of any trade shall be considered a skilled laborer for the time engaged in such work.

Unskilled labor shall include all labor not coming under the above classification. Watchmen, guards and waterboys shall be considered as unskilled laborers.

The minimum wage paid to all skilled labor employed on this contract shall be sixty-five cents ($0.65) per hour, unless other minimum wages are set forth herein for particular classes of skilled labor, in which event such minimum wages shall be paid to the respective classes of labor.

The minimum wages paid to all unskilled labor employed on this contract shall be fifty-five cents ($0.55) per hour.

The wages of all skilled and unskilled labor shall be paid in legal tender of the United States.

Unless this project has been approved by the U. S. Bureau of Public Roads as a project on which labor may be permitted to work more than 30 hours per week and specific mention of such approval is included hereinafter under the heading "Miscellaneous Provisions," skilled and unskilled labor shall not be permitted to work more than 30 hours in any one calendar week, except that working time lost because of inclement weather or shutdowns during the period of employment in any one week may be made up during the succeeding week or weeks of any one calendar month. The above limitation as qualified shall not apply to the operators of the following types of equipment, viz.: Power shovels, power cranes, concrete paving mixers and dredging machinery nor to skilled labor engaged on the following classes of work where exceptional skill is required to secure uniformly smooth road surfaces, viz.: Master concrete finishers, master formsetters and blade grader operators for bituminous surfaces and on bases for such surfaces, unless skilled labor qualified to perform such duties can be obtained from the employment lists furnished by the designated employment agency; provided, however, that employment for such classes of skilled labor shall in all cases be limited to not more than eight hours in any one day and not more than 40 hours in any one week. The limitation on hours of employment shall not apply to labor while employed in fighting forest fires.

These provisions shall apply to:

Roadside production of materials, whether by sub-contract or otherwise.

All hauling of material from roadside quarries and pits, from railroad or water delivery points, or from local sources of production to the site of the work, whether the work be done by the contractor or by a subcontractor.

Concrete proportioning plants, from which material is used wholly on this contract or on contracts under the supervision of this department.

The provisions relating to hours of employment shall not apply to camp help, i. e., cooks, cooks' helpers, hostlers and stablemen.

Any deduction for medical aid, hospitalization or insurance shall not exceed the amounts specifically authorized or required by the laws of the state to be deducted for such purposes. No individual employed on the project in other than an administrative position shall be paid less than the minimum rate for unskilled labor.

Copies of all payrolls for work performed under this contract (whether done by the contractor or under a subcontract, or otherwise), certified under oath by the contractor or his authorized representative, shall be filed with the engineer, showing the name of each employee, the State and the county of his bona fide residence, the agency from which his name was obtained, whether or not a veteran with dependents, the class of work performed, the hours worked each day, the wage rate paid, the total amount earned and deductions for board, if any.

The payrolls shall be divided into three sections under which shall be appropriately grouped (1) Executive, administrative and supervisory employees; (2) Skilled labor and (3) Unskilled labor. Payrolls shall be submitted for each calendar month (or part thereof) not later than the fifth day of the following month. Deviation from this procedure will not be permitted. The contractor's time books shall be open to the inspection of the engineer at any time.

Where camps are operated by the contractor, or by persons affiliated with the contractor, a deduction on the payroll of more than one dollar ($1.00) per day for board and lodging will be considered a violation of the minimum wage specified herein. No deduction from the wages of any skilled or unskilled laborer shall be made on account of goods purchased or obligations incurred in any commissary or store owned, leased or otherwise controlled by the contractor. Obligations so incurred shall be subject to collection only in the same manner in which obligations in the ordinary course of business are collectible. Charges in excess of a fair market price for goods purchased from stores owned, leased, or otherwise controlled by the contractor will not be permitted.

8/19/33

No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person who obtains work on the project, nor shall any person be required to pay any fee to any other person or agency obtaining employment for him on the project.

No skilled or unskilled labor shall be charged for any tools used in performing their respective duties except for loss or damage thereto.

Every employee on the work covered by this contract shall be permitted to lodge, board and trade where and with whom he elects, and neither the contractor nor his agents, nor his employees, shall directly or indirectly require as a condition of employment that an employee shall lodge, board or trade at a particular place or with a particular person.

No charge shall be made for any transportation furnished by the contractor or his agents to any person employed on the work.

No individual shall be employed as a skilled or unskilled laborer on this contract except on a wage basis, but this shall not be construed to prohibit the rental of teams, trucks or other equipment from individuals. No such rental agreement, or any charges for feed, gasoline, supplies, or repairs on account of such agreement, shall cause any deduction from the wages accruing to any employee.

All of the above provisions shall also apply where work is to be performed by piece work, station work or by subcontract. The minimum wage shall be exclusive of equipment rental on any equipment which the worker or subcontractor may furnish in connection with his work.

Hand Labor Methods:

Clearing and Grubbing: All clearing and grubbing of timber less than 18 inches in diameter shall be done by hand labor or by team labor methods. The use of explosives will be permitted for loosening stumps.

Grading: All trimming of slopes in cuts and fills shall be done by hand labor methods.

Ditches shall be trimmed by hand labor or team labor methods.

Subgrading: All material windrowed between forms by the use of blade graders or subgrade planers shall be removed by hand labor methods.

Pipe and Underdrains: Trenches for pipe of 24 inch diameter or less, tile drains and similar structures shall be dug by hand labor or team labor methods. The use of explosives will be permitted where necessary.

Pipe of 24 inches diameter or less, except cast iron water pipe, shall be unloaded and placed by hand labor methods. The use of cranes, block and tackle, and any other equipment operated by hand labor or team power, will be permitted.

8/1/33

Backfilling of excavated material shall be done by hand labor or team labor methods.

Culverts and Masonry Structures and Small Bridges up to 50-foot Span: Cement and reinforcing steel shall be unloaded by hand labor methods.

Aggregates shall be moved from the stockpiles at the structure to the mixer by hand shovels, wheelbarrows, or carts, or other hand labor or team labor methods.

All carpenter and form work shall be done by hand labor methods. The use of steel forms, where allowed by the specifications, will be permitted.

Concrete shall be transported from the mixer to its place of use by carts or wheelbarrows. Chutes, where allowed in the specifications, will be permitted.

Finishing of structural concrete surfaces shall be done by hand rubbing, or other hand labor methods.

Curbs and Gutters: Subgrading for curbs and gutters shall be done by hand labor or team labor methods.

Concrete and its constituent materials shall be handled as specified under "Culverts and Masonry Structures and Small Bridges."

Guard Rails: All post holes shall be dug by hand labor methods.

Posts, where available in the quantity and quality required, shall be cut in the vicinity of the proposed work.

All painting shall be done without the use of mechanical equipment.

Drybound and Waterbound Bases (Macadam, Gravel, Limerock, Caliche, etc.) and Waterbound Surface Courses: All filler (dust, screenings, chips, sand, etc.) shall be spread by hand labor methods. Spreading of these materials through the tail gates of trucks will not be permitted.

Filler shall be broomed into the surface by hand labor methods.

Surface Treatments, Retreads and Mixed in Place Types: Sweeping of roadway, where required, shall be done by hand labor or team labor methods.

Bituminous Macadam Surface Course: Sweeping and cleaning of the base course in preparation to receive the surface course, where necessary, shall be done by hand labor or team labor methods.

Chips shall be spread by hand labor methods. Spreading of these materials through the tail gates of trucks will not be permitted. Chips shall be understood to include key rock as well as both coarse and fine screenings.

8/22/33

All Surface Courses: Sweeping and cleaning of the base course in preparation for reception of the surface course shall be done by hand labor or team labor methods.

Roadside Production of Crushed Stone and Gravel: Roadside production of crushed stone or gravel is construed to be production with portable or semi-portable crushing or screening plants established or reopened in the vicinity of the work for the purpose of supplying local material for a particular project or projects.

Earth stripping of quarries and gravel pits shall be done by hand labor or team labor methods. Trucks of not more than 1½ tons rated capacity may be used for hauling in connection with stripping.

Stone in the quarry shall be loaded by hand labor methods.

Large Bridges: All painting of steel work shall be done without the use of mechanical equipment.

Carpenter work and form work shall be done by hand labor methods and the use of mechanical saws will not be permitted at the bridge site. Electrical or mechanical drills shall not be used for boring holes in piles and forms at the bridge site.

General:

Any violation of the spirit or the intent of the foregoing provisions shall render the contractor ineligible to bid upon any further work involving the use of "National Recovery Highway Funds."

8/1/33

STATE REQUIREMENTS PERTAINING TO EMPLOYMENT OF LABOR, SUBCONTRACTING, ETC.

No. 9

Description:

The requirements stated under this heading are supplemental to the federal requirements hereinbefore stated.

Proportions of Labor from Different Agencies:

If more than one employment service or agency is designated as a source of labor for this project, the proportion of labor to be secured from each source designated shall be as ordered by the U. S. Employment Service or by whomsoever that Service may authorize to act for it in that respect. The sources of labor and the proportion to be obtained for each source shall be subject to change from time to time during the progress of the work.

Classifying of Labor:

In the classifying of labor as between skilled labor and unskilled labor, it is understood and agreed that the rulings made by the U. S. Bureau of Public Roads, either before or during the performance of the work, shall govern.

Executive, Administrative and Supervisory Employees:

Employees considered to occupy executive or administrative positions are the contractor, his superintendent, any timekeepers, bookkeepers, clerical employees, or other employees in positions of special trust or responsibility. Employees considered to be in supervisory positions are master mechanics, foremen or any employees whose principal duties are to direct the work of others.

Foremen:

No person shall be classed as a foreman or as an employee acting in an executive, administrative or supervisory capacity, who engages in the performance of work as an operator of a piece of equipment or as a carpenter, a concrete finisher or other class of skilled or unskilled laborer.

Labor to Be Employed on Hourly Basis:

No person shall be employed on the work as a skilled laborer or as an unskilled laborer (cooks, cook's helper, hostlers and stablemen excepted) on any basis other than a fixed rate per hour. Employment of labor on any kind of a piece work or unit of production basis will not be permitted. No individual employed on the project in other than an administrative position shall be paid on a basis or at a rate which will yield less than the hereinbefore specified minimum rate per hour for unskilled labor.

Contractors May Not Work as Laborers:

Not more than two members of the contracting firm by whom the contract is held shall be engaged on the work in any capacity other than an executive, administrative or supervisory capacity. The working time of such members as are so engaged shall be limited to the same number of hours per week as is the working time of employed labor, and the time worked by them shall be shown on the payroll.

9/27/33

Teams and Trucks:

Teams, trucks and other equipment shall not be hired or rented at wages or rates including the wages of drivers or operators. The wages of drivers and operators shall in all cases be paid separately from the wages or rentals paid for teams, trucks and other equipment.

Prompt Payment of Labor:

Labor shall be paid in full to within three days of date of payment at intervals not greater than sixteen (16) days.

Employees to Be Allowed to Earn Return Transportation:

No person hired for the work or sent to the work by an employment committee in accordance with orders of the contractor shall be discharged, or laid off until he has earned sufficient to make payment for board, lodging, commissary supplies, etc., and to pay his transportation expense (including meals) from the job to the county seat of the county from which he was hired, except in cases of proven insubordination, unwillingness to work, unsatisfactory performance of duties, or other such good and sufficient cause.

No person sent to the work by an employment committee at the request of the contractor shall be denied employment which will enable him to earn return transportation as above provided. If the contractor is not willing to accept selections made by the committee, he shall make his own selections before the men are ordered to report to the job.

Camps:

The camps provided by the contractor, or by persons affiliated with him, shall be sanitary, healthful and comfortable. The bunk houses, living quarters and mess house shall be dry and adequately heated and lighted. Pure water shall be available in adequate quantity. The lodging furnished shall include spring cots and mattresses. The meals furnished shall be substantial, wholesome and of good variety.

Submission of Payrolls:

The copies of payrolls to be submitted as specified in the foregoing federal requirements shall be prepared on payroll forms approved by the U. S. Bureau of Public Roads and acceptable to the engineer. Payrolls shall be complete in all respects and shall include all employees of subcontractors as well as all employees of the main contractor.

The payrolls shall be submitted in duplicate and payrolls for all time worked during a given calendar month shall be delivered to the engineer on or before the fifth day of the following month.

Proof of Eligibility of Labor:

At the request of the engineer, the contractor shall submit documentary evidence of the eligibility of each employee for employment on the project. For employes claiming eligibility through being exservice men with dependents, this evidence shall consist of a showing of the army or navy discharge papers and of the sworn statement of the employee giving the name, age, relationship and address of each dependent. For employees claimed to have been obtained through the specified employment agencies, the evidence shall consist of definite indication, over the signature of the proper employment agency official, that the employe has been regularly assigned to the project by the officially designated agency.

Penalty for Violations of Employment Provisions:

For violation of any of the federal requirements relating to employment of labor, the contractor will be liable to prosecution under the federal laws pertaining to violations of the provisions of the National Industrial Recovery Act.

Violation of any of the provisions of this contract relating to employment of labor will constitute cause for withholding payments to the contractor until satisfactory adjustment of the matters concerned is effected.

Gravel Borrow and Gravel Topping:

The federal provisions relating to roadside production of crushed stone and gravel do not apply to the borrowing or excavating of gravel or talus rock used in the construction of embankments or in the construction of roadbed balast or topping unless screening or crushing of the gravel is required.

SUBCONTRACTING

The contractor will be permitted to enter into a limited number of subcontracts for the performance of work to be done under this contract, provided the following conditions are complied with:

1. The total number of subcontracts shall not exceed four.

2. The total amount of work subcontracted shall not be more than twenty (20) per cent of the total amount of work included in the contract.

3. The subcontractor shall not subcontract any part of his work, or hire or rent any trucks or other equipment on any basis other than a per hour, per day or per month basis.

4. The subcontractor shall conform with all labor employment provisions of the contract as well as with all other provisions of the contract and he shall furnish certified copies of his payrolls the same as is required of the main contractor.

5. Not more than two members of any of the subcontracting firms shall be actively engaged on the work.

6. The provisions of all subcontracts shall be fair and reasonable, and shall be acceptable to the engineer in all respects.

7. No subcontract shall be entered into with an individual, partnership or corporation not considered by the engineer to be properly qualified and satisfactory in all respects.

8. No subcontract shall be entered into without the prior approval of the engineer in writing.

9. Copies of all subcontracts shall be furnished to the engineer before any work thereunder is commenced.

Except as above provided, no part of the work to be performed under this contract shall be subcontracted, and no person engaged in the performance of the work, except the members of the contracting firm, shall be paid on any basis other than a fixed wage basis.

The purchase of crushed rock, gravel, sand, batched concrete aggregate, mixed concrete and/or any other material, the production of which is often performed by highway contractors as a part of highway construction work, shall be considered subcontracting unless the materials are actually produced at and furnished from an established and recognized commercial plant.

The hauling of materials of the kinds referred to in the above paragraph, from points of production to batching plants, mixing plants, or directly to the work, except when done by rail, water, or by the contractor's own equipment, shall be considered subcontracting even though the hauling is performed by a commercial plant and payment for the same is included in the purchase price of the material. If batching plants are set up at rail or water delivery points and materials in part supplied to such plants by rail or water, the remaining materials required may be hauled from points of production to such batching plants without such hauling being considered subcontracting.

The hiring or renting of teams, trucks, power shovels or other equipment will be considered subcontracting if the time or wages of the owner of the equipment, or of any driver or operator of the equipment, or the cost of any labor enters, in any manner, into the computation of the amount to be paid for the use of the equipment or for the service rendered by it. Upon request of the engineer, the contractor shall provide full information and copies of all agreements pertaining to the terms of employment or rental and basis of payment for any teams or equipment engaged in any way in connection with the performance of work to be done under the contract.

Failure on the part of the contractor to comply with any of the above provisions relating to subcontracting will constitute cause for the withholding of payments to the contractor until full compliance is made. Willful violation of the requirements or failure to promptly correct violations brought to the attention of the contractor, will be cause to refuse payment for any work performed by, or under the direction of the subcontractor or other person, persons, partnership, corporation or firm whose case constitutes or is involved in the violation.

TRUCKS TO BE LICENSED IN OREGON

All trucks engaged in the work to be done under this contract shall be licensed in the State of Oregon.

PREFERENCE TO BE GIVEN LOCAL MATERIALS AND SUPPLIES

~~In the purchase of materials and supplies for use in the performance of the work to be done under this contract, the contractor shall give preference, other things being equal, to materials and supplies manufactured within the State of Oregon. It is to be understood, however, that this preference is not to be given in cases where to do so would involve higher costs, inferior quality or insufficient quantities.~~

Excavation (Item #1):

This item shall include all necessary excavation above the elevation shown on the plans for the bottoms of the foundations. Excavation will be measured and paid for in accordance with the general specifications therefor.

Excavation Below Elevation Shown (Item #2):

This item shall include all necessary excavation below the elevation shown on the plans for the bottoms of the foundations. Excavation below elevation shown will be measured and paid for in accordance with the general specifications therefor.

Class "B" Concrete (Item #3):

This item shall include all concrete incorporated in the piers below the bottom of the pier caps as shown on drawings numbered 5124 and 5068, and all concrete incorporated in the pedestal footings for the approach trestles as shown on drawings numbered 5124 and 4939. Class "B" Concrete will be measured and paid for in accordance with the general specifications therefor.

Class "A" Concrete (Item #4):

This item shall include all concrete incorporated in the pier caps as shown on drawings numbered 5124 and 5068, and all concrete incorporated in the 55' steel span below the bottom of the roadway slab. Class "A" Concrete will be measured and paid for in accordance with the general specifications therefor.

Class "D" Concrete (Item #5):

This item shall include all concrete incorporated in the approach trestles, except as noted for Class "B" Concrete under Item #3, and all concrete incorporated in the roadway slab of the I-beam span. Class "D" Concrete will be measured and paid for in accordance with the general specifications therefor.

Metal Reinforcement (Item #6):

All bar reinforcement, metal water stops, drains, etc., included in the concrete portion of the structure below the bottom of the handrail curb, together with all bar reinforcement extending from the roadway slab into the curbs, will be paid for under this item. Those portions of the bar reinforcement extending from handrail posts into curbs as detailed on drawing No. 4441, will not be paid for under this item as they are considered a part of the handrail. All bar reinforcement shall be of intermediate grade.

Treated Lumber (Item #7):

This item shall include all lumber incorporated in the structure below the roadway slab. All lumber shall conform to State of Oregon "Standard Specifications for Structural Timber" and shall be given an eight (8) pound empty cell treatment of preservative oil.

The grades used shall be as set forth in the table for primary grades.

The contractor's attention is specifically called to the fact that the aforementioned "Standard Specifications for Structural Timber" supersedes "Section 23 - Structural Timber" on pages 44 and 45 of the "Specifications and Contract Agreement for State Highway Bridge Construction". The bidder is expected to secure for himself, a copy of the revised specifications and to familiarize himself fully with all of the contents thereof.

Structural Steel (Item #8):

This item shall include all structural steel incorporated in the structure. Structural steel shall be measured and paid for in accordance with the general specifications therefor.

Composite Handrail (Item #9):

All that portion of the structure above the top of the roadway slab will be paid for at the price bid per lineal foot for handrail. The length paid for will be the total length measured along the center line of the curbs from end to end of curbs.

All wooden portions of the handrail shall be of Western Red Cedar or Port Orford Cedar, free from checks or knots larger than one (1) inch in diameter and complying in all other respects with specifications for structural grade Douglas Fir stringers as set forth in Paragraph 218, of "Standard Specifications for Structural Timber".

The wooden portions of the handrail shall be given three coats of paint mixed in accordance with the following specifications:

First or priming coat, Formula No. 1 with one quart linseed oil added to each gallon of paint.

Second coat, Formula No. 2, with a pint of turpentine added to each gallon of paint.

Third Coat, Formula No. 5.

The first two coats shall cover the entire surface and ends of the rail members and shall be applied before the rails are assembled.

Admixtures in Concrete:

A diatomaceous silica admixture in the amount of not more than three per cent by weight of cement shall be added at the time of mixing, to all concrete.

All silica admixtures employed shall conform in all respects with the following specifications:

> The material may be either of the marine or the fresh water type of diatomaceous silica.
>
> The loss on drying at 105-110° C. to constant weight shall not exceed 7 per cent.
>
> The loss on ignition at 950-1000° C. of the material dried at 105-110° C. shall not be more than 8 per cent.
>
> The silica (SiO_2) content of the material dried at 105-110° C. to constant weight shall be not less than 80 per cent.
>
> The residue on a No. 200 sieve of the material dried at 105-110° C. shall not exceed 10 per cent of the weight of the dry material.
>
> The residue on a No. 30 sieve of the material dried at 105-110° C. shall not exceed one per cent of the weight of the dry material.
>
> The weight of the material dried at 105-110° C. shall be not more than 15 lbs. per cu. ft. (240 g per liter).

Proportioning Aggregates:

The fine and coarse aggregates for concrete shall be accurately proportioned by weight by means of an approved weighing device. The water shall be measured by means of an approved water measuring and discharging device, susceptible of accurate adjustment for quantity.

Preservative Oil:

The preservative oil used for treatment of lumber shall be a mixture of equal parts by volume of petroleum oil and creosote oil in accordance with the specifications hereinafter set forth.

The creosote oil shall meet the requirements of Article 2122, Page 45 of the "Standard Specifications for State Highway Bridge Construction", 1929 Edition.

The petroleum oil shall preferably be one having an asphalt base and shall comply with the following requirements:

1. The flash point shall be not less than 220° Fahrenheit (Cleveland open cup).
2. The viscosity (Saybolt-Universal) shall lie between 60 and 180 seconds at 180° Fahrenheit, and shall be not more than 1300 seconds at 100° Fahrenheit.
3. The percentage of water and sediment shall be not more than one per cent.
4. The oil shall be entirely suitable for mixing with creosote and shall be of such character that when mixed with an equal volume of creosote, as above set forth, the resulting mixture shall be free from sludge. This mixture at 180° Fahrenheit shall have a viscosity (Saybolt-Universal) not to exceed 70 seconds.

Cutting, Boring, Etc.:

All cutting, framing and boring of creosoted material shall be done inasmuch as possible, before treatment with preservative.

The contractor shall have on the job, a suitable instrument for treating with hot preservative oil under pressure, any holes which the engineer may allow him to bore in the field.

If, during construction, the contractor finds it necessary to attach form work to any of the creosoted portion of the structure, he shall use galvanized nails for this purpose. In removing the attached for work, the nails shall not be pulled. In lieu of pulling them, they shall be driven so that the head is flush with the surface of the timber in order that no open holes may be left to allow moisture to get in and start decay.

Liquidated Damages to be Paid in Case of Failure to Complete as Specified:

The work to be done under this contract shall be completed on or before the completion date stated elsewhere herein, and it is expressly agreed and understood that time is of the essence of this agreement and the contractor expressly agrees to complete the work herein provided for on or before the said completion date. In the event that said work is not completed within said time, then it is mutually agreed that the State will sustain a loss or damage. The actual or exact amount of loss or damage sustained by the State on account of such delay will be impossible or difficult to ascertain or determine, and, therefore, it is mutually agreed that as fixed, agreed and liquidated damages, the contractor shall pay to the State Twenty-five Dollars ($25.00) per day for each calendar day after said completion date, until the work provided for in this contract is completed or accepted, and the contractor and his surety shall be liable for the amount of such damage or loss.

Should such delay, if any, be occasioned by or on account of any act or cause chargeable to the State, then the time for the completion of said job will be extended for such additional period of time as is necessary to offset the delay chargeable to the State, provided the contractor shall, immediately upon the happening of such act or cause on the part of the State occasioning such delay, notify the State of the same and of the amount of the additional time required to complete said job, and in the event the contractor and the State are unable to agree with respect thereto, the engineer's decision as to the amount of additional time to be allowed shall be final. It is understood, however, that a delay in the awarding of the contract, providing the award is made within forty-eight (48) hours of the time fixed for the receiving of bids, will not constitute cause for the extension of the specified time limit.

Surety is Liable for Claims Due Industrial Accident Commission:

Section 2991, Oregon Laws, and Section 6718, Oregon Laws, as amended by Chapter 224, Laws of 1923, were amended by Chapters 136 and 137 Laws of 1929, by which later amendments claims due the State Industrail Accident Commission were protected by the bond given in connection with a contract for public improvements. Therefore, said Chapters 136 and 137, General Laws of Oregon, 1929, are by this reference thereto, made parts of this agreement and of the accompanying bond, to the same extent and for the same purpose as though the conditions and requirements specified in said statutes were written herein, and the conditions and obligations provided for in said statutes shall be deemed to be a part of the conditions and obligations of said bond, and the principal and the surety on said bond hereby agrees to promptly pay, as due, the claims of the Industrial Accident Commission as well as claims for material and labor.

Maintenance of Traffic:

The proposed structure is to be built on new alignment approximately one mile downstream from the existing structure. The contractor will not be required to remove the present bridge nor to provide for the maintenance of traffic.

Hardware:

All separators, nails, bolts, drift bolts, and all other metal used to fasten wooden members together shall be galvanized. The wire spikes used as shear connections between the concrete and the stringers on the approach trestles need not be galvanized. No additional compensation will be allowed for hardware as it is presumed that the cost is included in the amount bid for lumber.

Amount of Contract Bond:

Contrary to the information given on page 4 of the proposal form, the amount of the surety bond to be given by the successful bidder shall be 100 per cent of the amount of the contract.

Employment Agency:

The United States Employment Service has, through its Oregon office at Portland, designated the National Reemployment Office at Corvallis, Oregon, as the agency by which employment lists for this project are to be prepared.

Arrangement for Transportation of Workers from Alsea:

Unless the contractor provides a satisfactory camp at which his employees may board, or makes other satisfactory arrangements for boarding and lodging of employees at or near the site of the work, he shall make satisfactory arrangements for the daily transportation of employees to and from the City of Alsea. The means of transportation, the times and places at which the employees are to be picked up and returned, and all other details pertaining to the transportation of employees shall be such as are considered by the engineer to be satisfactory. This transportation service shall be furnished the employees without charge.

State Royalty to be Waived:

The State Land Board has agreed to waive its claim to royalty on any sand and gravel that may be taken from a navigable stream for use in the performance of the work to be done under this contract. If the contractor elects to obtain gravel or sand from a navigable stream, either through a plant of his own or through the plant of a commercial operator, he will be expected to take advantage of this waiver and to reflect that advantage in his bid prices for the work.

South Alsea River Bridge

Item No.	Item and Quantity	Unit Price	Amount
1.	Excavation 120 cu. yds.		
	For - - - - - - - - - - - - - - - - - - - Per cu. yd.	$- - - -	$- - - - -
2.	Excavation Below Elevation Shown 10 cu. yds.		
	For - - - - - - - - - - - - - - - - - - - Per cu. yd.	$- - - -	$- - - - -
3.	Class "B" Concrete 30 cu. yds.		
	For - - - - - - - - - - - - - - - - - - - Per cu. yd.	$- - - -	$- - - - -
4.	Class "A" Concrete 18 cu. yds.		
	For - - - - - - - - - - - - - - - - - - - Per cu. yd.	$- - - -	$- - - - -
5.	Class "D" Concrete 73 cu. yds.		
	For - - - - - - - - - - - - - - - - - - - Per cu. yd.	$- - - -	$- - - - -
6.	Metal Reinforcement 17,000 pounds		
	For - - - - - - - - - - - - - - - - - - - Per pound	$- - - -	$- - - - -
7.	Treated Lumber 8 M-FBM		
	For - - - - - - - - - - - - - - - - - - - Per M-FBM	$- - - -	$- - - - -
8.	Structural Steel 45,600 pounds		
	For - - - - - - - - - - - - - - - - - - - Per pound	$- - - -	$- - - - -
9.	Composite Handrail 200 lin. ft.		
	For - - - - - - - - - - - - - - - - - - - Per lin. ft.	$- - - -	$- - - - -

Total Amount of Bid $- - - - -

PROPOSAL

To the Highway Commission of the State of Oregon:

The undersigned, as bidder, declares:

That the only persons or parties interested in this proposal as principal are those named herein;

That this proposal is made without collusion with any other person, firm or corporation;

That he has carefully examined the plans, specifications, and form of contract therefor on file in the office of the State Highway Commission;

That he has personally inspected the actual location of the work and all other local conditions affecting it;

That he submits this proposal subject to the terms and conditions stated in the preceding "Instructions to Bidders"; and

That he has satisfied himself as to the quantities and conditions and understands that in signing this proposal he waives all right to plead any misunderstanding regarding the same.

He also proposes and agrees:

That if this bid is accepted he will contract with said State Highway Commission, in the said form of contract, to provide all necessary machinery, tools, apparatus, and other means of construction, and to do all the work and furnish all the materials specified in the contract, in the manner and time therein prescribed, and according to the requirements of the Engineer as therein set forth; and

That he will accept as full payment therefor the amount earned under the contract as computed, in the manner described in the specifications, from the quantities of the various classes of work performed and the respective unit prices bid as set out in the following schedule:

The party by whom this proposal is submitted, and by whom the contract will be entered into in case the award is made to him, is ....

...., doing business at
(State whether the bidder is "a corporation," "a partnership" or "an individual")

.... Street,

...., City and State,

which address is the address to which all communications concerned with this proposal and the contract should be sent.

The names of the president, treasurer, and manager of the bidding corporation, or the names and residences of all persons and parties interested in this proposal as partners or principals are as follows:

Name	Address
....	....
....	....
....	....
....	....
....	....
....	....
....	....

The name of the surety by which the surety bond covering the contract, if awarded, will be furnished, and the name and address of the surety's local agent are as follows:

Name of surety ....

Name of agent ....

Address ....

Accompanying this proposal is .... in the amount of
("Bidder's bond," "cash" or "certified check")

.... DOLLARS ($.........................)

which amount is not less than five (5) per cent of the total amount of the bid.

If this proposal shall be accepted and the undersigned shall fail to or neglect to contract as aforesaid, and to give bond in the amount specified, with surety satisfactory to the State Highway Commission, within ten (10) days (not including Sunday), from the date of receiving from the State Highway Commission the contract prepared and ready for execution, the State Highway Commission may, at its option, determine that the bidder has abandoned the contract, and thereupon forfeiture of the security accompanying his proposal shall operate and the same shall be the property of the state of Oregon.

Dated ...., 19........

(Signature of bidder) ....
(Legal name of person, firm or corporation)

By ....
(Name)

....
(Title)

THE PROPOSAL BOND MAY BE DETACHED FOR EXECUTION PURPOSES IF DESIRED. TEAR ON THIS LINE.

OREGON STATE HIGHWAY COMMISSION

PROPOSAL BOND

Form 1-A

KNOW ALL MEN BY THESE PRESENTS, That we, ...

...., as principal,

and the ....

a corporation duly organized under the laws of the state of ....,

having its principal place of business at ...., in the

state of ...., and authorized to do business in the state of Oregon, as surety, are held and firmly bound unto the state of Oregon in the full and penal sum of five (5) per cent of the total amount of the bid of said principal for the work hereinafter described, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators and assigns, and successors and assigns, firmly by these presents.

The condition of this bond is such that, whereas, the principal herein is herewith submitting his or its proposal for the following highway construction, to wit: ....

....

....

....

....

said bid and proposal, by reference thereto, being hereby made a part hereof.

NOW, THEREFORE, if the said proposal and bid submitted by the said principal be accepted, and the contract be awarded to said principal, and if the said principal shall enter into and execute the said contract and shall furnish bond as required by the State Highway Commission within the time fixed by said Commission, then this obligation shall be void; otherwise to remain in full force and effect.

Signed and sealed this .... day of ....

....

....

Principal

Countersigned at ....

.... this

.... day of ....

....

....

....

Surety

R. H. BALDOCK
STATE HIGHWAY ENGINEER

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. NRS 228

May 9, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal Aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. C. Caufield
Highway Engineer

Encl.

Iron

R. H. BALDOCK
STATE HIGHWAY ENGINEER

Hwy-18998

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-225.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

R. H. BALDOCK
STATE HIGHWAY ENGINEER

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of April, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 4th day of December, 1933, a project statement, which was approved by the Secretary on the 18th day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section of~~ said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, six hundred ninety-seven and 70/100 dollars ($8,697.70) as the share of the United States payable under said act on account of ~~Section of~~ said project, which is ~~does not exceed the authorized Federal percentage of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State **under provisions of the National Industrial Recovery Act.** (Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Bridge: Between **survey station 58+07.83 and survey station 59+03.17, in the SE¼, Section 12, T 14 S, R 8 W, W.M.,** length **0.018 of a** mile/, in **Benton** County, being ~~Section~~ **Oregon U.S.Public Works** project No. **NRS-228**, consisting of ~~[illegible]~~ **one** bridge/ of more than 20 feet clear span, **0.018** of a mile in length**, known locally as the South Fork Alsea River Bridge on the Alsea-Deadwood Highway.**

8—5518

FORM
LESL
CARI
E. B.
H. B
R. H. BALDOCK
STATE HIGHWAY ENGINEER

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section xxxxxxxxxx of~~ said project shall not in any event exceed the sum of eight thousand, six hundred ninety-seven and 70/100 dollars ($8,697.70), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ ~~is~~ ~~xxxxxxx~~) the approved total estimated cost of ~~Section xxxxxxxx of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—5518

By
Acting Chief, Bureau of Public Roads

FORM

LESL
CAR
E. B.
H. B

R. H. BALDOCK
STATE HIGHWAY ENGINEER

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Public Works** Project No. **NRS-228** State of **Oregon**

SECOND. That in accordance with said provisions I have approved the sum of $ **8,697.70** as the total estimated cost of said project, and the sum of $ **8,697.70** as the share of the United States, payable under said acts on account of such project, which **is the** ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 27 day of April one thousand nine hundred and thirty-four

U. S. GOVERNMENT PRINTING OFFICE 8—4829

Secretary of Agriculture
~~*Secretary of Agriculture.*~~

By
Acting Chief, Bureau of Public Roads

R. H. BALDOCK
STATE HIGHWAY ENGINEER

April 16, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are two signed copies of project agreement for the South Fork Alsea River Bridge, Project No. NRS 228.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

#1566
Benton

Portland 104 5m 2-7-34

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

228

March 22nd, 1934

Oregon State Highway Commission,
Salem, Oregon.

IN RE: 58134-12-119-34 - Sig Ash.

Gentlemen:

The above captioned bond, executed on or before January 10th, 1934, covers a contract for the construction of Bridge No. 1856 on the Alsea-Deadwood Secondary Highway in Benton County over South Fork Alsea River, near Alsea, Oregon.

Will you kindly complete and return the attached inquiry form, showing the present status of the contract. We thank you for your cooperation.

Very truly yours,

C. O. PRICE, Manager.

By

-FG
encls.

Pd. Mar. 1, 1934 - $1,524.07
Ret. $268.95

Earned $1,793.03

FORM 9-S-1 [illegible] 1M 1 34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 9, 1934.

NOTED
C.B. McCullough

Poole & McGonigle,
6330 N. E. Halsey Street,
Portland, Oregon.

Attention Mr. Chas. McGonigle

Gentlemen:

In reference to your communications of March 7, and March 8, having reference to the hauling of structural steel to the South Alsea River Bridge, this matter has been the subject of considerable discussion yesterday and today and we have not been able to secure permit to haul from Portland to Philomath.

In this connection I wish to state that the Highway Commission has very carefully considered this matter, and has adopted a policy of refusing to grant any and all permits for hauling in excess of the legal length, width or weight, save and except those cases wherein no other method of hauling is possible, and in the latter event, the permits may be issued only to cover hauling from the nearest possible rail head, to the site. This action has been taken pursuant to opinion from our Legal Department, that the Commission can not, within the intent of the law, go any further with the granting of special permits.

We are very sorry that we are not able to accommodate you in this regard, and realize that rail shipment and rehandling at Philomath will involve more expense than you perhaps originally anticipated; however, we are absolutely helpless in the face of the Commission's ruling.

You are of course at liberty to take this matter up with the Commission and plead your case but we are rather doubtful whether the Commission will see its way clear to make any exceptions in view of the opinion of their attorney, and in view of the further fact that each member of the Highway Commission would be individually responsible for any accidents which might occur.

We will, of course, issue permit to you for hauling from Philomath to the site of the work.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
cc Mr. Baldock

7110 228

January 22, 1934

United States Fidelity & Guaranty Co.
C/o G. Cunningham
Porter Building
Portland, Oregon

Gentlemen:

We are sending to you, by express, one fully executed copy of State Highway Contract No. 1566 which was awarded to Mr. Sig Ash on December 28th for bridge construction over the South Fork of the Alsea River on the Alsea-Deadwood Secondary Highway.

This copy is sent to you as you appear as surety on the bond furnished in connection with this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

mrs 228

January 22, 1934

Mr. Sig Ash
1005 N. Riverside Street
Medford, Oregon

Dear Sir:

We are sending to you, by express, one fully executed copy of State Highway Contract No. 1566 which was awarded to you on December 28th for bridge construction over the South Fork of the Alsea River, near Alsea, on the Alsea-Deadwood Secondary Highway in Benton County.

This copy is sent to you for your records and files.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

January 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the South Fork, Alsea River Bridge, Project No. NRS-228.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS 228

SOUTH FORK ALSEA RIVER BRIDGE ON

THE ALSEA-DEADWOOD HIGHWAY IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 18, 1934

120	cu. yds.	Excavation	$ 4.00	$ 480.00
10	" "	Excavation below plans	8.00	80.00
30	" "	Class "B" Concrete	21.00	630.00
18	" "	Class "A" Concrete	21.00	378.00
73	" "	Class "D" Concrete	21.00	1,533.00
17,000	lbs.	Metal Reinforcement	0.05	850.00
8	M-FBM	Treated Lumber	90.00	720.00
45,600	lbs.	Structural Steel	0.06	2,736.00
200	lin. ft.	Composite Handrail	2.50	500.00
			Sub-total	$ 7,907.00
			10% Engr. & Cont.	790.70
			Total	$ 8,697.70

Length of Structure 0.018 mile

National Recovery Secondary Highway Funds Requested $ 8,697.70

State Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

8

Oregon State Highway Department

National Recovery Secondary
Highway Proj. No. NRS 228

SOUTH FORK-ALSEA RIVER BRIDGE ON

THE ALSEA-DEADWOOD HIGHWAY IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

~~(Estimate to accompany plans. Not as basis for project agreement.)~~

Salem, Oregon, ~~December 13, 1933.~~ January – 1934.

120	cu. yds.	Excavation	4.00	$3.00	$ 360.00	480.00
10	" "	Excavation below plans	8.00	6.00	60.00	80.00
30	" "	Class "B" Concrete	21.00	21.00	630.00	630.00
18	" "	Class "A" Concrete	21.00	23.00	414.00	378.00
73	" "	Class "D" Concrete	21.00	23.00	1,679.00	1,533.00
17,000	lbs.	Metal Reinforcement	0.05	.055	935.00	850.00
8	M-FBM	Treated Lumber	90.00	90.00	720.00	720.00
45,600	lbs.	Structural Steel	0.06	.065	2,964.00	2,736.00
200	lin. ft.	Composite Handrail	2.50	3.50	700.00	500.00
					$8,462.00	7,907.00
			10% Engr. & Cont.		846.20	790.70
			Total		$9,308.20	8,697.70

Length of Structure 0.018 miles

National Recovery Secondary Highway Funds Requested $9,308.20 $8,697.70

State funds for construction chap 175 laws 1917 chap 31 laws 1920 chap 248 laws 1931

State funds for maintenance chap 41 laws 1927 chap 248 laws 1931

7120 228

December 30, 1933

Mr. Sig Ash
1005 N. Riverside St.
Medford, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 28 for the construction of a bridge over the South Fork of the Alsea River on the Alsea-Deadwood Secondary Highway near Alsea in Benton County, and has awarded to you the contract for such work at your bid price of $7,907.00.

Please consider this letter as your authority and our request to commence immediate construction of this bridge.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Bridge Dept.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works project NRS 228, bridge over the South Fork of Alsea River on the Alsea-Deadwood secondary highway near Alsea, to Sig Ash, Medford, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The project statement and the plans, specifications and estimate for Oregon U. S. Public Works project NRS 228, the South Fork-Alsea River Bridge, on the Alsea-Deadwood Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By FE Andrews
F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on December 18, 1933, approved the project statement for Oregon U. S. Public Works project No. NRS 228, involving the construction of a bridge, 0.02 of a mile in length, across the South Alsea River in Section 12, T 14 S, R 8 W, on the Alsea-Deadwood Highway, in Benton County.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

December 4, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the South Fork Alsea River Bridge to which has been assigned number NRS 228.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

STATE Oregon

PROJECT NO. NRS 228
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

[redacted]

NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) December 4, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved [redacted] June 16, 1933 entitled "An Act to encourage national industrial recovery, to foster fair competition and to provide for the construction of certain useful public works" [redacted]" as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts

1. Local name of road South Fork Alsea River Section, Alsea-Deadwood Highway
Br. in SE¼ Sec. 12, T. 14 S., R. 8 W
2. [redacted] [redacted]
3. Between intermediate control points if used: .... and ....
County of Benton
4. Length in miles (gross) 0.02 (net) 0.02
5. Preliminary estimate of cost: Total, $6,125; section of road to be first improved, $6,125, of which $6,125 is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: .... (Amount.)
Current Income Sufficient to insure completion: Chap. 173, laws 1917; Chap. 31, laws 1920, Chap. 248, laws 1931
(Source; refer to statute.)
(*b*) County ....
(Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income Chap. 41, laws 1927; Chap. 248, laws 1931 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks: Project involves construction of a bridge. Earth approaches to be constructed as a county project.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

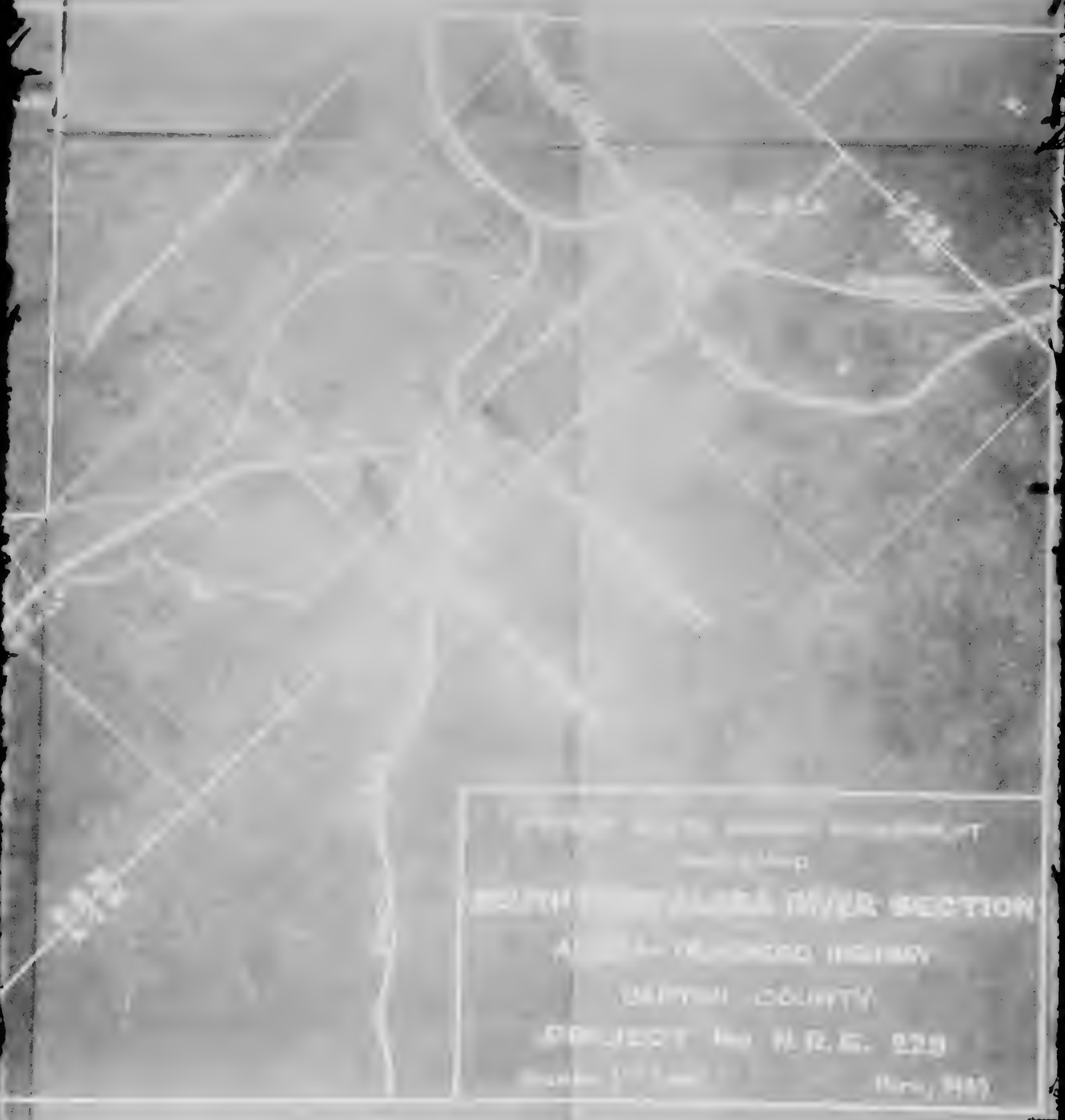
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE [illegible]


RIVER SECTION
COUNTY
PROJECT No. 229

RIVER SECTION
COUNTY
PROJECT No

CONTRACT# 1567,

NRM 221-A Clatskanie River Sec. 1933

1567

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 8, 1934.

RECEIVED
AUG [illegible] 19[illegible]
STATE [illegible]

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to initial voucher for Oregon U. S. Public Works Project No. NRM 221-A, covering period from January 18, 1934, to May 28, 1934, submitted in amount of $21,152.22.

This project has been completed since May 28, 1934. As more than sufficient time to prepare the final papers on this project has elapsed, we are returning all copies of the voucher with the suggestion that a final voucher be submitted in the near future.

This voucher superceded
by final voucher of 2/25/35 -
for the sum of 22,481.32 -
hence this credit for
$21152.22

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

J 54

FORM 2-B-1 14794 2M 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Construction
Contracts + agreements
Completion Reports

NRM
221a

June 6, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

Lindstrom & Feigenson have completed their work on the Clatskanie River Bridge, Contract No. 1567. We would be pleased to have you secure authority from the Commission to pay the final estimate on this job.

The work was completed on May 28, 1934.

Very truly yours

C. B. McCullough
Bridge Engineer

By W. A. Reeves eg.
W. A. Reeves
Office Engineer

CAG LD

Approved by Commission 6/6/34
HBG

OK

Federal

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 26, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to final voucher for Oregon U. S. Public Works Project No. NRM 221-A, covering period from January 18, 1934, to May 28, 1934, submitted in amount of $22,481.32.

Attention is called to the total claimed for engineering and contingencies, which on the voucher is $1,347.04. As submitted, the individual amounts are engineering, $673.52, and contingencies, $296.98, which gives a total of $970.50. On the basis of the engineering and contingency items submitted the total figures for the voucher would be as follows:

Total work done, - - - - - - - -		$22,115.43
Federal Aid claimed,	13,625.38	
NRM Funds claimed,	8,479.40	
Total amount recommended for payment, - - - - -		$22,104.78 ✓

It occurs to us that the total, $1,347.04, may include some items inadvertently omitted from the voucher. We are holding the same until we receive advice from you.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

The voucher was
incorrect and was paid as
shown in letter — 22104.78

J 48

/

221A

December12, 1934

Great American Indemnity Company
Harvey Wells Insurance Agency, Agent
412 Failing Building
Portland, Oregon

Gentlemen:

Reply is made to your letter of December 11th regarding the Lindstrom & Feigenson contract No. 1567 for the construction of a bridge over Clatskanie River on the Lower Columbia River Highway in the town of Clatskanie, Columbia County.

Investigation of our records reveal that this bridge was completed by the contractor on May 28, 1934, and was accepted by formal action of the State Highway Commission on June 6, 1934. There are no claims on record in the office of the State Highway Commission against this project, and this Commission has not been advised that any such claims have been filed in the office of the Secretary of State.

According to provisions of Chapter 280, Laws of 1931, claimants against State contracts must file notice of their claim with the Secretary of State prior to the expiration of a period of six months from the completion date and acceptance thereof by the contracting party, otherwise the claimant shall have no right of action against the bond furnished by the contractor. In view of this statute it appears that the time limit for the filing of claims against the above contract of Lindstrom & Feigenson has expired insofar as it pertains to right of action against the bond.

Very truly yours,

HBG:OG

Secretary.

BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

**Great American
Indemnity Company
New York**

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0380

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
TELEPHONE ATWATER 7305

PORTLAND, OREGON

December 11th, 1934.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Ore.

Dear Sir:

Re- Lindstrom & Feigenson
Contract No. 1567 - Bridge No. 1938
on Lower Columbia Highway over
Clatskanie River near Clatskanie, Oregon.

We understand that no liens or claims have been filed against this job mentioned above, but for a specific reason we would appreciate your advices that the time for filing claims has expired and there are no claims against this project.

Yours very truly,

Manager, Surety Department.

JHB/B

completed May 28
accepted June 6

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRM 221-A

POST OFFICE BUILDING
PORTLAND, OREG.

August 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~[illegible]~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Tom

Ayp. 21390

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM 221, Sec. A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of June, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 4th day of November, 1933, a project statement, which was approved by the Secretary on the 23rd day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty three thousand, five hundred forty four and 95/100 dollars ($23,544.95) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Bridge over the Clatskanie River

Between **survey station 19+26.5 near the west bank of the Clatskanie River in Clatskanie and survey station 23+25, which is apoint about 30 ft. south of the north city limits,**

, length **0.075** miles, in **Columbia** County, being Section **A** of **Oregon U.S.Public Works** project No. **NRM 221**, consisting of **none** miles of roadway and **1** bridges, each of more than 20 feet clear span, **0.075** of a mile in length**, locally known as the Clatskanie River Bridge, between official control points - Astoria and Portland.**

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The total amount of Federal funds allotted to this project is $23,544.95. This sum is divided as follows: $9,417.98 to be charged against the allotments made under Section 204 of the National Industrial Recovery Act and $14,126.97, against the regular Federal aid appropriation.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of twenty three thousand, five hundred forty four and 95/100 dollars ($23,544.95), certified to the Secretary of the Treasury as above mentioned, which [redacted] is [redacted] the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing funds and probable amount annually available)

Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26 day of July, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C E Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRM 221-A State of Oregon

Second. That in accordance with said provisions I have approved the sum of $23,544.95 as the total estimated cost of said project, and the sum of $23,544.95 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is said total estimated cost.

Done at the city of Washington, this 26 day of July one thousand nine hundred and thirty four

Secretary of Agriculture
~~[illegible]~~.

By [illegible]
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

921-a

July 26, 1934

Mr. John H. Barnett, Manager
Surety Dept., Great American Indemnity Company
412 Failing Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 25 regarding claims against the Lindstrom & Feigenson contract for the construction of the Clatskanie River Bridge. Investigation of our records discloses that the claims mentioned in your letter are actually against the Lindstrom & Feigenson contract for the construction of approaches to the Youngs Bay Bridge near Astoria and are not against the Clatskanie River Bridge job.

Our records further show that the Clatskanie River project was completed on May 28, 1934, and accepted by the State Highway Commission on June 6, 1934; also that final settlement has been made with the contractor. There are no claims of record in this office against this project.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

July 26, 1934

Mr. Glaisyer:

I think that these people are mixed up on these two jobs. As I recall they go by bond numbers and do not fully describe the job.

To date there have been no claims filed against the Lindstrom & Feigenson Cont. #1567 - Clatskanie River Bridge in Columbia River Highway in Columbia County. The contract was completed May 28, 1934 and was accepted June 6, 1934. Final payment has been made.

On their Cont. #1486 - Youngs Bay Bridge the following claims have been filed: M. Bolz $41.00 - Ben Louden $34.00 - A. C. Adams $130.00 - Chas. R. McCormick Lbr. Co. $6,910.06 -

The above claims are of no concern to the Great American Indemnity Co. as they did not write the bond on this job. It was written by the Aetna Casualty Co. They have been advised of all claims.

J. McF.

ESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
TELEPHONE ATWATER 7305

PORTLAND, OREGON

July 25th, 1934.

Mr. H. B. Glaisyer, Secretary,
State Highway Commission,
Salem, Ore.

Dear Mr. Glaisyer:

Re- Lindstrom & Feigenson - Bond 85791
Clatskanie Bridge Job.

The Great American Indemnity Co. wrote a bond for Lindstrom & Feigenson for the construction of a bridge over the Clatskanie River at Clatskanie, Oregon some time ago and we recently sent you our standard progress report form on which you mentioned the following liens had been filed:

M. Bolz	$41.00	for rafting piling
Ben Louden	34.00	for piling
A.Q.Adams	130.00	for piling
Chas.R.McCormick Lumber Co.	$6,910.00	for materials

While we received the information that the liens had been filed, we also learned that these liens were on the Youngs Bay Bridge Job over Youngs Bay just outside of Astoria and that the above mentioned liens were applicable to that contract and that bond instead of the Clatskanie job. We would therefore, appreciate your writing us a letter to this effect if on checking your records you find this to be the case. This will clear the matter in our files and keep our records straight.

I might say there is a controversy between Lindstrom & Feigenson Co. over the rejection of some lumber, etc. which caused the filing of these liens and when this has been settled the liens will be withdrawn.

Yours very truly,

Manager, Surety Department

JHB/B

[illegible]

#1567

221-A

June 12, 1934

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1567 for the construction of a bridge over Clatskanie River on the Columbia River Highway in Columbia County in Clatskanie, has been completed by the contractors, Lindstrom & Feigenson, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 22, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $21,431.30 including the final payment. Of this amount $569.77 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM B-E-1 14788 1500 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 12, 1934.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your communication of May 9, in reference to a recent inspection of Oregon U. S. Public Works project NRM 221-A, the Clatskanie River Bridge, at which time it was found that the concrete deck was being poured without state supervision.

Under the circumstances which you recite, there appears to be nothing for us to say except that we are very sorry, and will make every attempt to see that it doesn't happen again. It is true that the state resident engineer on this particular project is loaded up with six different bridges. This is also true of some of our other work over the state. It has been particularly true during the past two years when we have had an unusually large number of widely scattered and comparatively small construction jobs. To place a man on each one of these jobs would run our engineering expense up beyond all possibility of satisfactory explanation. On the other hand, we most certainly do not contemplate dispensing with engineering inspection to the expense or detriment of any job regardless of how small it is.

We wish to thank you for calling this matter to our attention, and to assure you that we shall make every effort to see that resident engineers are furnished sufficient assistance to avoid the necessity for any critical construction operations being performed without engineering supervision.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
cc Mr. Baldock

April 12, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of April 11th, in which inquiry is made concerning the agreement estimate for Project No. 221-A.

Please be advised that copies of this estimate were sent to you with our letter of January 24th. However, if you are unable to locate the missing copies, we will be pleased to furnish additional ones.

In connection with this estimate, an error is noted in the set-up for National Recovery Funds, the correct amount for which should be $9,417.98.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

April 11, 1934

RECEIVED
APR 12 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon U. S. Public Works Project No. NRM 221-A.

The contract for this project was awarded December 28, 1933, but we have not received the project agreement estimate. Unless you have some special reason for withholding same, will you please submit it in the near future?

Very truly yours,

W. W. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

221-a

February 17, 1934

Harvey Wells Insurance Agency
412 Failing Building
Portland, Oregon

Attention Mr. Harvey Wells

Gentlemen:

Responding to your request of February 15 I am inclosing copy of assignment given by Lindstrom & Feigenson to Feigenson Construction Company whereby there is assigned to the latter company all moneys due or to become due to Lindstrom & Feigenson in connection with contract No. 1567 for the construction of a bridge across the Clatskanie River in Columbia County.

I regret this copy was not returned to you with your copy of the contract.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0380

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
TELEPHONE ATWATER 7305

PORTLAND, OREGON

February 15, 1934

Mr. H.B.Glaisyer, Secretary
Oregon State Highway Commission,
State of Oregon
Salem, Oregon

Dear Sir:

In connection with the contract for the construction of a bridge across the Clatskanie River on the Columbia River Highway at Clatskanie, contracted by the Linstrom & Feigenson, we have given our consent to an assignment of all monies due or to become due under the above mentioned contract. This assignment was made up in triplicate and attached to one of the contracts mailed to you. It was our understanding that we were to receive one copy of the assignment with our contract but it was not attached to it.

Will you please furnish us a copy for our records and obliged.

Yours very truly,
Harvey Wells Insurance Agency

By: Harvey Wells

HW:W
Encl.

221-a

February 13, 1934

Lindstrom & Feigenson
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are forwarding by express, for your records and files, an executed copy of the contract recently awarded to you by the State Highway Commission for bridge construction on the Lower Columbia River Highway in Columbia County over the Clatskanie River.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

221-a

February 6, 1934

Mr. Guy V. Lintner
State Director .
National Reemployment Service
Spalding Building
Portland, Oregon

Dear Sir:

Responding to your communication of February 5, relative to complaint of G. L. Caldwell of Clatskanie, Oregon, to the effect that the contractor on the Clatskanie bridge is paying common labor a maximum of 45¢ and skilled labor a maximum of 65¢, please be advised that our contracts call for a minimum of 55¢ on unskilled labor and a minimum of 65¢ skilled labor. No maximum rate is specified.

A report is rendered each month with relation to the number of men employed and copies of their certified pay rolls are checked by our department and then submitted to the Bureau of Public Roads. The Bureau of Public Roads also makes an independent check on the matter of wage rates so that in my opinion Mr. Caldwell must be mistaken. However, I will have an immediate investigation made and advise you with relation thereto.

Very truly yours,

State Highway Engineer

RHB:HI

cc C. B. McCullough

Mr. McCullough: Check this up and advise.

U.S. DEPARTMENT OF LABOR
UNITED STATES EMPLOYMENT SERVICE

NATIONAL REEMPLOYMENT SERVICE

GUY V. LINTNER
STATE REEMPLOYMENT
DIRECTOR FOR OREGON

A. G. JOHNSON
EXECUTIVE SECRETARY

February 3, 1934

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Mr. G. L. Caldwell from Clatskanie, Oregon, is in my office with a complaint that the contractor on the Clatskanie Bridge is paying common labor only 45¢ an hour and the maximum rate on skilled labor, 65¢ an hour.

Your engineer can contact Mr. Caldwell at Clatskanie at any time, and he can furnish you with the information as to where this knowledge came from.

I think this matter should be looked into and do not think that any contractor should be allowed to hire any workers at 45¢ an hour.

Yours very truly,

Guy V. Lintner
F.

Guy V. Lintner
State Director

GVL:NF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 26, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 24, 1934, enclosing estimate as basis for project agreement on the Clatskanie River section of the Columbia River Highway, Oregon U.S. Public Works project NRM 221-A.

The National Recovery Municipal Funds requested are $100 less than the amount required to make up the total estimated cost of construction. As this may have been an error, please advise whether or not it was your intention to request the lesser sum.

The estimate requests that $14,126.97 of Federal Aid Funds be allotted to this project. As we do not have an unobligated balance of these funds, it will be necessary to delay preparation of the project agreement until sufficient funds are available unless you wish to claim the total cost of this project from NRM Funds. Will you please advise us regarding your wishes in this matter.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

January 24, 1934

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Clatskanie River Section, Project No. NRM 221-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 221-A

CLATSKANIE RIVER SECTION
OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, January 23, 1934.

BRIDGE

230	cu. yds.	Excavation	$ 6.00	$ 1,380.00
20	" "	Excavation below plans	6.00	120.00
2,500	lin. ft.	Foundation Piling	.40	1,000.00
300	" "	Treated Piling	.80	240.00
108	cu. yds.	Class "A" Concrete	20.00	2,160.00
42	" "	Class "B" Concrete	20.00	840.00
20	" "	Seal Concrete	20.00	400.00
135	" "	Class "D" Concrete	20.00	2,700.00
30,000	lbs.	Metal Reinforcement	.05	1,500.00
10	M-FBM	Treated Lumber	100.00	1,000.00
116,000	lbs.	Structural Steel	.055	6,380.00
190	lin. ft.	Composite Handrail	3.50	665.00
All Required		Removal of Old Bridge		600.00
				$18,985.00

EARTH APPROACHES

1,400	cu. yds.	Excavation, Single Classification	$1.50	$ 2,100.00
100	" "	Crushed Rock Surfacing	3.00	300.00
15	" "	Filler	1.00	15.00
15	yd. mi.	Hauling Filler	0.30	4.50
				$ 2,419.50

Sub-total	$21,404.50
10% Engr. & Cont.	2,140.45
Total	$23,544.95

Length of Bridge	96.5 ft.	0.018 mile
Length of Earth Apprchs.	302.0 ft.	0.057 "
Total length	398.5 ft.	0.075 "

National Recovery Municipal Funds Requested....................	$ 9,317.98
Regular Federal Aid Funds Requested............................	14,126.97(60%)
	$23,444.95

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.
State Funds for Maintenance: Chapter 41, Laws 1927.

57

1138

Form 330—12923—2M—1-34

231A

OREGON STATE HIGHWAY COMMISSION

ORDER FOR STATE FORCE WORK ON CONTRACT PROJECTS

Project Name Clatskanie River Bridge Date May 9, 1934.

Highway Lower Columbia River Contract No. 1567

County Columbia Prefix 5 PC Account No. 585

Description of Work:

Second Authorization

Pave approaches & and connections to Clatskanie River Bridge at Clatskanie with bituminous mixture. (width 34' - Dept 5")

Location by Station Numbers:

19+26.5 - 23+25

Final 19+72.1 20+68.6

[illegible] 23+[illegible]

Estimate of Quantities and Costs:

1040

First Estimate	150 tons black top at $8.00		$ 1,200.00
Revised "	280 " " " " 8.00		2,240.00
		Present increase	$ 1,040.00

Explanation:

To be done by State paving crew when working in this district.

This order will require additional authorization.

Approval recommended: ....
Resident Engineer

Approval recommended: ....
Division Engineer

Approval recommended: ....
Construction Engineer

Approved: ....
State Highway Engineer

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Three copies of the order are to be submitted to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This order does not constitute authority for expenditures until approved by the State Highway Engineer.

December 30, 1933

Lindstrom & Feigenson
7923 N. E. Halsey St.
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 28 for the construction of a bridge over Clatskanie River on the Columbia River Highway at Clatskanie in Columbia County, and has awarded to you the contract for such work at your bid price of $21,404.50.

Please consider this letter as your authority and our request to commence immediate construction of this bridge.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Bridge Dept.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRM 221-A, bridge over Clatskanie River on the Columbia River Highway at Clatskanie, to Lindstrom & Feigenson, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request of Mr. McMinn, by telephone, we are enclosing herewith six copies of revised estimate for the Clatskanie River Section, Project No. NRM 221-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Bash
Asst. Office Engineer

JWB:ER

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 231-A

CLATSKANIE RIVER SECTION

OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)
~~(Estimate to accompany plans. Not as basis for project agreement.)~~

January – , 1934
Salem, Oregon, ~~December 12, 1933.~~

BRIDGE

230 cu. yds.	Excavation	6.00	$ 3.00	$ 690.00	1380.00
20 cu. yds.	Excavation below plane	6.00	5.00	100.00	120.00
2,500 lin. ft.	Foundation Piling	.40	0.60	1,500.00	1000.00
300 lin. ft.	Treated Piling	.80	1.00	300.00	240.00
108 cu. yds.	Class "A" Concrete	20.00	21.00	2,268.00	2160.00
42 cu. yds.	Class "B" Concrete	20.00	21.00	882.00	840.00
20 cu. yds.	Seal Concrete	20.00	18.00	360.00	400.00
135 cu. yds.	Class "D" Concrete	20.00	22.00	2,970.00	2700.00
30,000 pounds	Metal Reinforcement	.05	0.055	1,650.00	1500.00
10 M-FBM	Treated Lumber	100.00	90.00	900.00	1000.00
116,000 pounds	Structural Steel	.055	0.065	7,540.00	6380.00
190 lin. ft.	Composite Handrail	3.50	4.00	760.00	665.00
All Required	Removal of Old Bridge			300.00	600.00
				$ 20,220.00	18,985.00

EARTH APPROACHES

1,400 cu. yds.	Excavation, Single Classification	1.50	$ 0.90	$ 1,260.00	2100.00
100 cu. yds.	Crushed Rock Surfacing	3.00	2.00	200.00	300.00
15 cu. yds.	Filler	1.00	0.50	7.50	15.00
15 yd. mi.	Hauling Filler	.30	0.20	3.00	4.50
				$ 1,470.50	2419.50
	Sub-total			$ 21,690.50	21,404.50
	10% Engr. & Cont.			2,169.05	2140.45
	Total			$ 23,859.55	23,544.95

Length of Bridge	96.5 ft.	0.018 mile
Length of Earth Apprs.	302.0 ft.	0.057 mile
Total length	398.5 ft.	0.075 mile

National Recovery Municipal Funds Requested	$ 9417.98	$ 9,543.82
Regular Federal Aid Funds Requested	14126.97	14,315.73 (60%)
	$ 23544,95	$ 23,859.55

42
21
48
8 2
8 8 2

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 221-A

CLATSKANIE RIVER SECTION

OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Dec. 12
Salem, Oregon, December 7, 1933.

BRIDGE

230	cu. yds.	Excavation	$3.00	$ 690.00	
20	" "	" below plans	5.00	100.00	
2,500	lin. ft.	Foundation Piling	0.60	1,500.00	
300	" "	Treated Piling	1.00	300.00	
42 ~~150~~	cu. yds.	Class "B" Concrete	21.00	~~3,150.00~~	882.00
20	" "	Seal Concrete	18.00	360.00	
135	" "	Class "D" Concrete	22.00	2,970.00	
30,000	lbs.	Metal Reinforcement	0.055	1,650.00	
10	M-FBM	Treated Lumber	90.00 ~~0.90~~	~~9.00~~	900.00
116,000	lbs.	Structural Steel	0.065	7,540.00	
190	lin. ft.	Composite Handrail	4.00	760.00	
All Required		Removal of Old Bridge		300.00	
				20,220.00 ~~$19,329.00~~	
		[illegible]	2100		22,689.00

EARTH APPROACHES

1,400	cu. yds.	Excavation, Single Classification	$0.90	$ 1,260.00
100	" "	Crushed Rock Surfacing	2.00	200.00
15	" "	Filler	0.50	7.50
15	yd. mi.	Hauling Filler	0.20	3.00
				$ 1,470.50

Sub-total	~~$20,799.50~~	21,690.50
10% Engr. & Cont.	~~2,079.95~~	2169.05
Total	~~$22,879.45~~	23,857.55

Length of Bridge	96.5 ft.	0.018 mile
" " Earth Apprs.	302.0 ft.	0.057 mile
Total length	398.5 ft.	0.075 mile

National Recovery Municipal Funds Requested	9,543.82	~~$ 9,151.78~~
Regular Federal Aid Funds Requested	14,315.73 (60%)	~~13,727.67~~ (60%)
		$22,879.45

State funds [illegible] Chap. 173, [illegible] 1931 [illegible] Chap. 8 [illegible] 1931
[illegible] Chap. 241 [illegible] 1931

December 7, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Clatskanie River Section, Project No. NRM 221-A.

Five sets of blueprint layout plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

CONTRACT#1568,

SEE:

CONTRACT#1521,

1568 SIE: Contract 1521

9

CONTRACT#1569,

NRM 161-C Cottage Grove Sec. 1933

1569

NRM 161-C Cottage Grove Sec. 1933

1569

Form 338—4M—9-33.

REG STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 26, 193 4

Section Gragg Ranch Section & Cottage Grove

Kind of work Paving

Highway Pacific

Section prefix 20 PC NRH 161-B NRM 161-C

Contractor A. G. Enright

Contract number 1569

Date of contract December 28, 193 3

Date of completion June 30, 193 4

Date work started January 24, 193 4

Estimated date of completion Completed 5/16, 193 4

Amount of contract $ 14842.50

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering $ 14842.50

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 1254.33, 8 %

Date project was completed May 16, 193 4

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

May 21 - One man on Mass Diagram

May 22 " " " Pavement Details

May 23 " " " Semi final estimate

May 24 " " " " " "

May 25 Four men on " " "

May 26 Handed semi final estimate and all data on job to E. A. Collier

RECEIVED
MAY 28 1934

E. E. Unghlette
Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					.54
Miles partially completed					
Miles completed					.54
Total estimated quantities					5700
Estimated quantities moved or placed to date					5700
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Rain		
Saturday	Cloudy		

111 C

January 5, 1934

Mr. A. G. Enright
1410 High Street
Eugene, Oregon

Dear Sir:

For use in connection with the Gragg Ranch and Cottage Grove paving project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office at 6th and High Streets, Eugene, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works project NRM 161-C, the Cottage Grove section of the Pacific Highway, to A. G. Enright, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._______

POST OFFICE BUILDING
PORTLAND, OREG.

December 9, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for U. S. Public Works Project Oregon NRM 161-C, the Cottage Grove Section of the Pacific Highway.

This is your authority to advertise.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

If maintenance on this section is to be performed by the town, copies of resolution by the council should be submitted covering this point.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

February 1, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Cottage Grove Section, Project No. NRM 161-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 161-C

COTTAGE GROVE SECTION OF THE

PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 31, 1934

350	cu. yds.	Excavation, Single Classification	$ 2.00	$ 700.00
150	yd. sta.	Overhaul	0.10	15.00
100	yd. mi.	Truck Haul	0.40	40.00
1,700	sq. yds.	Portland Cement Concrete Pavement	2.10	3,570.00
550	lin. ft.	1/2" Expansion Joints	0.25	137.50
550	" "	Contraction Joints	0.10	55.00
360	only	Dowels	0.20	72.00
25	tons	Class "B" Asphaltic Concrete	7.50	187.50
100	cu. yds.	Crushed Gravel Shoulders	3.00	300.00
10	" "	Filler	2.00	20.00
10	yd. mi.	Hauling Filler	0.40	4.00
			Sub-total	$ 5,101.00
			10% Engr. & Cont.	510.10
			Total	$ 5,611.10

Length	0.200 mile
Cost per mile	$ 28,055.50

National Recovery Municipal Funds Requested........................$ 5,611.10

State Funds for Construction: Chap. 175, Laws 1917; Chap. 51, Laws 1920
Funds for Maintenance: City of Cottage Grove Resolution dated December 21, 1933

B

December 4, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Cottage Grove Section, Project No. NRH 161-C. Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/BB

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 161-C

COTTAGE GROVE SECTION OF THE
PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

~~(Estimate to accompany plans. Not as basis for project agreement.)~~

January —, 1934.

Salem, Oregon, ~~December 4, 1933.~~

350	cu. yds.	Excavation, Single Classification	2.00	$1.00	$ 350.00	700.00
150	yd. sta.	Overhaul	0.10	0.05	7.50	15.00
100	yd. mi.	Truck Haul	0.40	0.20	20.00	40.00
1,700	sq. yds.	Portland Cement Concrete Pavement	2.10	2.50	4,250.00	3,570.00
550	lin. ft.	½" Expansion Joints	0.25	0.15	82.50	137.50
550	" "	Contraction Joints	0.10	0.05	27.50	55.00
360	only	Dowels	0.20	0.30	108.00	72.00
25	tons	Class "B" Asphaltic Concrete	7.50	8.00	200.00	187.50
100	cu. yds.	Crushed Gravel Shoulders	3.00	2.00	200.00	300.00
10	" "	Filler	2.00	0.50	5.00	20.00
10	yd. mi.	Hauling Filler	0.40	0.20	2.00	4.00

Sub-total	$5,252.50	5,101.00
10% Engr. & Cont.	525.25	510.10
Total............	$5,777.75	$5,611.10

Length 0.200 miles

Cost per mile $28,888.75 $28,055.50

National Recovery Municipal Funds Requested........................ $5,777.75 $5,[illegible]

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER NATIONAL INDUSTRIAL RECOVERY ACT.

10-28-33

The City of Cottage Grove, State of Oregon,
(municipality or political subdivision)
hereinafter referred to as the City, and the Oregon State Highway
(State highway
Commission, hereinafter referred to as the Highway Department, hereby
organization)
agree as follows:

1. That the Highway Department will submit a project for the improvement of 0.20 miles of the Pacific Municipal
(minicipal, or secondary or feeder)
highway from a point 200 ft. N. of Ninth and Thayer Sts. on Ninth St. to a point 360 ft. S. of Ninth and Grover Sts. on Ninth St., known as
Ninth Street, and to be designated as Oregon
(local name of street or road) (State)
project No. NRM-161-C, and will recommend its approval by the Secretary of Agriculture for construction with funds apportioned to the State under Section 204 of the National Industrial Recovery Act; subject, however, to the condition that the City
(municipality or political subdivision)
shall provide for its proper maintenance after completion of its improvement.

2. That the said City
(municipality or political subdivision)
hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Agriculture, and agrees that if such project is approved and constructed by the Highway Department and the Secretary of Agriculture it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the City (municipality or political subdivision) on the 21 day of Dec, 1933, and the Highway Department on the 28th day of December, 1933.

City of Cottage Grove
(Municipality or political subdivision)
By Vista Chambers
Mayor
[illegible], City Recorder

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
By Leslie Scott
By E B Aldrich
By C E Washburne

Note: Any official signing for and on behalf of a municipality or political subdivision should attach an original or authenticated copy of order, resolution, ordinance, or charter provision, or a citation to statute, under the authority of which this agreement is executed. Each agreement should be executed in duplicate and a certified copy should be furnished for the Bureau of Public Roads.

ORDINANCE NO. 1113

AN ORDINANCE AUTHORIZING AND DIRECTING THE MAYOR AND RECORDER OF THE CITY OF COTTAGE GROVE, OREGON, TO ENTER INTO AN AGREEMENT WITH THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO MAINTAIN THE FOLLOWING PORTION OF THE PACIFIC HIGHWAY, TO-WIT:

> 0.21 miles of the Pacific Municipal highway from a point 200 ft. N. of Ninth and Thayer Sts. to a point 360 ft. S of Ninth and Grover Sts. on Ninth St.

AND DECLARING AN EMERGENCY,

THE COMMON COUNCIL OF THE CITY OF COTTAGE GROVE DOES ORDAIN AS FOLLOWS:

Section 1. That the Mayor and recorder of the City of Cottage Grove, Oregon be and they are hereby authorized directed and empowered to enter into a written agreement hereinafter set forth in the name of the City of Cottage Grove, Oregon, with the Oregon State Highway Commission, relative to the improvement and maintenance of the following portion of the Pacific Highway, to-wit:

> 0.21 miles of the Pacific Municipal highway from a point 200 ft. N. of Ninth and Thayer Sts. to a point 360 ft. S of Ninth and Grover Sts. on Ninth St.

The said written Contract shall be executed in five copies in behalf of the City of Cottage Grove, Oregon by the Mayor and Recorder and seal of said City affixed thereto immediately upon this Ordinance being in effect, and which said Contract shall be dated as of the date of its execution and be substantially in words and figures as follows:

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER NATIONAL INDUSTRIAL RECOVERY ACT.

The City of Cottage Grove, State of Oregon, hereinafter referred to as the City, and the Oregon State Highway Commission hereinafter referred to as the Highway Department, hereby agrees as follows:

1. That the Highway Department will submit a project for the improvement of 0.21 miles of the Pacific Municipal highway from a point 200 ft. N. of Ninth and Thayer Sts. on Ninth St. to a point 360 ft. S of Ninth and Grover Sts. on Ninth St, known as Ninth Street, and to be designated as Oregon project No. NRM-161-C, and will recommend its approval by the Secretary of Agriculture for construction with funds apportioned to the State under Section 204 of the National Industrial Recovery Act; subject, however, to the condition that the City shall provide for its proper maintenance after completion of its improvements.

2. That the said City hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Agriculture, and agrees that if such project is approved and constructed the Highway Department and the Secretary of Agriculture it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the City of the day of
19 , and the Highway Department on the day of
19 .

City of Cottage Grove

By____________________

OREGON STATE HIGHWAY COMMISSION

By Leslie Scott

By E B Aldrich

By C. Washburne

Section 2. Inasmuch as the present highway needs to be immediately improved and inasmuch as the State Highway Commission desires to let the Contract for said improvements on December 28, 1933; and inasmuch as it is the desire to secure funds for the making of said improvements under Section 204 of the National Industrial Recovery Act and it is necessary to make immediate provision for said improvements, it is the Judgment of the City Council that an emergency exist and this Ordinance is necessary for the immediate preservation of peace, health and safety of the people and property of the City of Cottage Grove and for the reasons stated in this Section of this Ordinance it is necessary that this Ordinance become immediately operative and in effect, and for said reasons an emergency is hereby

1. That the Highway Department will submit a project for the improvement of 0.21 miles of the Pacific Municipal highway from a point 200 ft. N. of Ninth and Thayer Sts. on Ninth St. to a point 360 ft. S of Ninth and Grover Sts. on Ninth St, known as Ninth Street, and to be designated as Oregon project No. NRM-161-C, and will recommend its approval by the Secretary of Agriculture for construction with funds apportioned to the State under Section 204 of the National Industrial Recovery Act; subject, however, to the condition that the City shall provide for its proper maintenance after completion of its improvements.

2. That the said City hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Agriculture, and agrees that if such project is approved and constructed the Highway Department and the Secretary of Agriculture it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the City of the day of
19 , and the Highway Department on the day of
19 .

City of Cottage Grove

By____________________

OREGON STATE HIGHWAY COMMISSION

By____________________

By____________________

By____________________

Section 2. Inasmuch as the present highway needs to be immediately improved and inasmuch as the State Highway Commission desires to let the Contract for said improvements on December 28, 1933; and inasmuch as it is the desire to secure funds for the making of said improvements under Section 204 of the National Industrial Recovery Act and it is necessary to make immediate provision for said improvements, it is the Judgment of the City Council that an emergency exist and this Ordinance is necessary for the immediate preservation of peace, health and safety of the people and property of the City of Cottage Grove and for the reasons stated in this Section of this Ordinance it is necessary that this Ordinance become immediately operative and in effect, and for said reasons an emergency is hereby declared to exist and this Ordinance shall take effect and be in full force immediately upon its passage by the City Council and approval by the Mayor.

Passed by the Council this 21 day of Dec 1933

Approved by the Mayor this 21 day of Dec 1933

Victor Chambers
Mayor

Attest:

Recorder of the City of
Cottage Grove, Oregon

STATE OF OREGON)
CITY OF COTTAGE GROVE) ss
COUNTY OF LANE)

I, O V BRIESE, do hereby certify that I am the duly elected, qualified, and acting City Recorder of the City of Cottage Grove, Lane County, Oregon, and as such have official custody and control of all of the Ordinances of said City; and that the within instrument is a true and correct copy of the original thereof of the ORDINANCE AUTHORIZING AND DIRECTING THE MAYOR AND RECORDER OF THE CITY OF COTTAGE GROVE, OREGON, TO ENTER INTO AN AGREEMENT WITH THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO MAINTAIN THE FOLLOWING PORTION OF THE PACIFIC HIGHWAY, TO-WIT:

> 0.21 miles of the Pacific Municipal highway from a point 200 ft. N. of Ninth and Thayer Sts. to a point 360 ft. S of Ninth and Grover Sts. on Ninth St.

being Ordinance 1113, which was passed by the Common Council on December 21, 1933 and was approved by the Mayor on the 21st day of December, 1933.

City Recorder

5-23-13
(1933)

RESOLUTION

12-22-33

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway, is routed through the City of Cottage Grove, Lane County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Ninth Street

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Cottage Grove will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Cottage Grove, Lane County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway, which will permanently or unduly interfere with the free and convenient flow of

12/22/33

traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Cottage Grove, Lane County, Oregon, this 21 day of Dec 1933.

Attest:

Mayor

City Recorder

- - - - - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of [illegible], [illegible] County, Oregon, on the 21 day of [illegible] 193_, at the regular meeting of said Common Council.

Dated this [illegible] day of [illegible], 193_.

City Recorder

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Cottage Grove Project (NRM 161-C).

This clause requires the contractor to prosecute the work during the winter months, but at the same time gives us the control needed to prevent the placing of concrete during freezing weather and at other times when conditions are such that performance of the work would be detrimental to the finished work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

CONTRACT #1570,

NRS 204 Silezt Secondary Hwy. 1933

1570

#1570

204

January 21, 1935

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1570 for the construction of bridges over Davis, Roots and Euchre Creeks and over Depot Slough on the Siletz Secondary Highway in Lincoln County has been completed by the contractor, Tom Lillebo, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 31, 1935.

The State has been advised of the claim of the Lincoln County Logging Company, for damages by blasting. The amount of the claim was not stated. You are advised that the State assumes no responsibility for the above claim, or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $35,921.12 including the final payment.

Very truly yours,

Secretary.

Dictd by J. McFarland.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE NO. Ore. U.S.P.W. NRS 204

May 31, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Fl4pr- 19522

70

Form P. R. 2

State **Oregon**

U.S.Public Works Project No. **NRS-204.**

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

HEG:AJ

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of April, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 6th day of September, 1933, a project statement, which was approved by the Secretary on the 2nd day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [illegible] said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-eight thousand, seven hundred twenty-six and 87/100 dollars ($38,726.87) as the share of the United States payable under said act on account of [illegible] said project, which is [illegible] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

HBG:AJ

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey stations 1+00 and 13+00 in the SW¼ of Section 31, T 8 S, R 10 W, W.M; between survey stations 19+00 and 30+00 in the NW¼ of Section 6, T 9 S, R 10 W, W.M; between survey stations 33+00 in the NW¼ of Section 22 and 49+00 in the NE¼ of Section 21, T 9 S, R 10 W, W.M., and between survey stations 30+00 and 51+50 near the center of Section 6, T 11 S, R 10 W, W.M.,** length **1.145** miles, in **Lincoln** County, being ~~Section~~ **Oregon U.S.Public Works** project No. **NRS-204**, consisting of **1.045** miles of roadway and **four** bridges, each of more than 20 feet clear span, **0.100** of a mile in length**, known locally as the Kernville-Toledo Section of the Lincoln County Road.**

518

HBG:AJ

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

HBC:AJ

Secretary

70

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [illegible] said project shall not in any event exceed the sum of **thirty-eight thousand, seven hundred twenty-six and 87/100** dollars ($ **38,726.87**), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible] **is** [illegible] the approved total estimated cost of [illegible] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

HEG:AJ

Secretary

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 18 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

HBG:AJ

Secretary

70

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Public Works** Project No. **[illegible]-204.** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **38,726.87** as the total estimated cost of said project, and the sum of $ **38,726.87** as the share of the United States, payable under said acts on account of such project, which **is the** [illegible]d total estimated cost.

Done at the city of Washington, this 18 day of May one thousand nine hundred and thirty-one

Secretary of Agriculture
[illegible]

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By
Acting Chief, Bureau of Public Roads

HbG:AJ

Secretary

#1570.

April 24, 1934

Lincoln County Logging Company
Taft
Oregon

Attention of Mr. R. O. Lippert, Bookkeeper

Gentlemen:

Reference is made to your letter of April 17 advising us of your claim against Tom Lillebo, contractor, arising out of certain blasting operations performed by Mr. Lillebo in connection with his highway contract for the construction of several bridges on the Siletz Secondary State Highway.

The State Highway Commission is without authority to make deductions from the contractor's estimate for the payment of claims of this nature. Your action for recovery of damages should be against the bond furnished by the contractor in connection with the project that the claim was incurred, such bond being furnished for the protection of all just debts, dues and demands incurred in connection with the work. In this instance, Mr. Lillebo's bond was written by United States Fidelity & Guaranty Company for which C. O. Price is local manager with offices in the Porter Building, Portland, Oregon.

In the event that the contractor does not make a satisfactory settlement, we would suggest that you take the matter up with the bonding company and also file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, a mimeographed copy of which is attached.

The contract referred to is State Highway Contract No. 1570 and is described as follows: Construction of bridges over Davis, Roots and Euchre Creeks and Depot Slough on Siletz Secondary Highway in Lincoln County.

Very truly yours,

Secretary

HEG:AJ

April 24, 1934

U. S. Fidelity & Guaranty Company
c/o C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter which we have received from Lincoln County Logging Company, Taft, advising us of their claim against Tom Lillebo arising out of his contract for the construction of bridges over Davis, Roots and Euchre Creeks and Depot Slough on Siletz Secondary Highway in Lincoln County, being State Highway Contract No. 1570.

This information is given you as you appear as surety on the bond of Mr. Lillebo in connection with this work.

Very truly yours,

Secretary

HBG:AJ

cc - Tom Lillebo
Reedsport, Ore.

CAMP MAIL ADDRESS
TAFT, OREGON

LINCOLN COUNTY LOGGING COMPANY
TAFT, OREGON

April 17,1934

State Highway Commission
Salem, Oregon

Gentlemen: Re. Contract on Siletz River Road.

On February 20th, a crew of men working for Mr. Tom Lillabo set off a charge of powder, throwing part of a stump on one of our gargges wrecking the garage and two cars. The foreman in charge ordered the cars taken to a garage for repair.

Mr. Lillabo has paid the bill on one of the cars but apparently is making no effort towards paying the bill on the other car. The garage will not release the car unless we guarantee payment of the bill, which we do not care to do.

It is our understanding that Mr. Lillabo has the contract for clearing right of way and building these bridges. What attitude does the Highway Commission take in a case of this kind ?

We are very anxious to have this matter settled and feel that the Contractor was negligent in not notifying us of their intention to blast. We could have had the cars removed and have averted all of this trouble.

Hoping to hear from you in this matter, We are

Very respectfully yours,

Lincoln County Logging Company

By R. O. Lippert
Bkpr.

[illegible]

April 23, 1934.

Mr. H. B. Glaisyer:

Please note communication under date of April 17, from the Lincoln County Logging Company in reference to damage to their garage and two of their cars by virtue of Mr. Lillebo's contracting operations. I am also attaching copy of letter which I have written to Mr. Lillebo.

I would suggest that you acknowledge receipt of the Lincoln County Logging Company's letter, notifying them of the usual procedure, to-wit, that the state can not make deductions from contractors' estimates directly, but that itemized claims must be filed with the surety company, the secretary of state, etc. In other words, handle it exactly as we handle any other claim.

C. B. McCullough

CBM:AP
Attached (2)

FORM 3 C-1-13286 1M 1 34

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

April 23, 1934.

Mr. Tom Lillebo,
Reedsport, Oregon.

Dear Sir:

We have received a communication from the Lincoln County Logging Company of Taft, Oregon, a copy of which is attached herewith.

Will you kindly advise the status of this claim, and what action you propose to take toward settling the same?

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
Enclosure

#1570

no 204

March 31, 1934

Richfield Oil Company of California,
P. O. Box 1823,
Seattle, Washington.

Attention: S. E. Robbin, Credit Mgr.

Gentlemen:

Reference is made to your letter of March 29th concerning the Tom Lillebo contract for the construction of four bridges in Lincoln County.

Please be advised that this is our Contract No. 1570 for the construction of bridges over Davis, Roots and Euchre Creeks and Depot Slough on the Siletz Secondary Highway in Lincoln County. The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company for whom C. O. Price who has offices in the Porter Bldg., Portland, Oregon, is resident agent. The amount of the bond is $35,206.25. The completion date of the contract is July 31, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Richfield Oil Company
of California
WILLIAM C. McDUFFIE, RECEIVER
GENERAL OFFICE 555 SOUTH FLOWER STREET, LOS ANGELES, CALIFORNIA
NORTHERN DIVISION
901 HARRISON STREET
Seattle

March 29, 1934

Oregon State Highway Commission
Salem, Oregon

Re: Tom Lillebo, Contractor

Gentlemen:

We are negotiating with the above contractor, who informs us that he has secured the contract for the construction of four bridges in the Siletz District for the Oregon State Highway Commission.

Will you be kind enough to give us the following information:

1. Official name or number of the contract.
2. Official and correct name of the firm or individual to whom the contract was let.
3. Total amount of the contract.
4. Amount of the material bond.
5. Name and address of the bonding company furnishing the material bond.
6. Approximate expected date of completion of the job.

We are enclosing a self-addressed, stamped envelope and wish to thank you in advance for your cooperation.

Yours very truly,

RICHFIELD OIL COMPANY OF CALIFORNIA
WILLIAM C. McDUFFIE, RECEIVER
R. R. Hall, Division Manager - Northern Division

By S E Robbin
S. E. Robbin, Division Credit Manager

Encl.

"NO STATEMENT, REPRESENTATION, ADMISSION, OFFER, ACCEPTANCE, OR OTHER LANGUAGE PURPORTING TO HAVE LEGAL EFFECT CONTAINED IN THIS LETTER IS AUTHORIZED BY, SHALL BE BINDING UPON, OR IS MADE FOR OR ON BEHALF OF RICHFIELD OIL COMPANY OF CALIFORNIA, WILLIAM C. McDUFFIE AS RECEIVER OF RICHFIELD OIL COMPANY OF CALIFORNIA, OR THE RECEIVERSHIP ESTATE, AS THE WRITER IS WITHOUT AUTHORITY IN THESE RESPECTS."

Tuo 204

February 13, 1934

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1570 which was awarded to you on December 28th, 1933, for bridge construction on the Siletz Secondary Highway in Lincoln County between Toledo and Kernville.

This copy is sent to you for your records and files.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

January 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Four Bridges on the Siletz Highway, Project No. NRS-204.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS 204

FOUR BRIDGES ON THE SILETZ HIGHWAY

IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 16, 1934

BRIDGES

Davis Creek Bridge

1,100	lin. ft.	Treated Trestle Piling	$ 0.95	$ 1,045.00
6.5	M-FBM	Treated Lumber	90.00	585.00
126	lin. ft.	Treated Trestle Superstructure	18.25	2,299.50
All Required		Remove Old Bridge		100.00
				$ 4,029.50

Roots Creek Bridge

1,400	lin. ft.	Treated Trestle Piling	$ 0.95	$ 1,330.00
6	M-FBM	Treated Lumber	90.00	540.00
149	lin. ft.	Treated Trestle Superstructure	18.25	2,719.25
All Required		Removal of Old Bridge		100.00
				$ 4,689.25

Euchre Creek Bridge

55	cu. yds.	Structural Excavation	$ 5.00	$ 275.00
5	" "	Excavation below Plans	5.00	25.00
600	lin. ft.	Treated Trestle Piling	0.95	570.00
6.5	M-FBM	Treated Lumber	90.00	585.00
111	lin. ft.	Treated Trestle Superstructure	18.25	2,025.75
All Required		Removal of Old Structure and Maint. Traffic		100.00
75	cu. yds.	Class "B" Concrete	20.00	1,500.00
11	" "	Class "A" Concrete	20.00	220.00
32	" "	Class "D" Concrete	20.00	640.00
16,000	lbs.	Metal Reinforcement	0.05	680.00
24,000	lbs.	Structural Steel	0.055	1,320.00
				$ 7,910.75

Depot Slough Bridge

16	cu. yds.	Structural Excavation	$ 2.00	$ 32.00
750	lin. ft.	Treated Trestle Piling	1.02	765.00
4.5	M-FBM	Treated Lumber	90.00	405.00
103	lin. ft.	Treated Trestle Superstructure	18.25	1,879.75
All Required		Removal of Old Structure and Maint. Traffic		350.00
				$ 3,431.75

Sub-total	$ 20,061.25
10% Engr. & Cont.	2,006.12
Total	$ 22,067.37

ROADWORK

Earth Approaches

All Required		Clearing and Grubbing		$ 1,200.00
15,000	cu. yds.	Excavation, Single Classification	$ 0.50	7,500.00
26,500	yd. sta.	Overhaul	0.02	530.00
1,300	yd. mi.	Truck Haul	0.15	195.00
2,600	cu. yds.	Gravel Topping	2.20	5,720.00

Sub-total	$ 15,145.00
10% Engr. & Cont.	1,514.50
Total	$ 16,659.50

Length of Bridges:-

Davis Creek Br.	124.0	ft.	
Roots " "	159.0	"	
Euchre " "	101.0	"	
Depot Slough "	147.0	"	
	531.0	"	0.100 miles
Length of Earth Approaches			1.045 "
Total length			1.145 "

Cost per mile, roadwork $ 15,942.10

National Recovery Secondary Highway Funds Requested:	Bridges	$ 22,067.37
	Roadwork	16,659.50
		$ 38,726.87

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920,
Chap. 248, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

nrs 204

December 30, 1933

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 28 for the construction of four bridges between Kernville and Toledo on Siletz Secondary Highway in Lincoln County, and has awarded to you the contract for such work at your bid price of $35,206.25.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Bridge Dept.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRS 204, bridges between Kernville and Toledo on Siletz Secondary Highway, to Tom Lillebo, Reedsport, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S.Public Works project NRS 204, the Siletz Highway bridges, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

December 11, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Siletz Highway Bridges, Project No. NRS-204.

Five sets of blueprint layout plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

(8)

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-[illegible]

FOUR BRIDGES ON THE SILETZ HIGHWAY

IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)
~~(Estimate to accompany plans. Not as basis for project agreement.)~~

Salem, Oregon, January —, 1934 ~~December 11, 1933~~

BRIDGES

Davis Creek Bridge

1,100	lin. ft.	Treated Trestle Piling	0.95	$ 1.00	$ 1,100.00	1,045.00
6.5	M-FBM	Treated Lumber	90.00	90.00	585.00	585.00
126	lin. ft.	Treated Trestle Superstructure	18.25	30.00	3,780.00	2,299.50
All Required		Remove Old Bridge			500.00	100.00
					$ 5,965.00	4,029.50

Roots Creek Bridge

1,400	lin. ft.	Treated Trestle Piling	0.95	$ 1.00	$ 1,400.00	1,330.00
6	M-FBM	Treated Lumber	90.00	90.00	540.00	540.00
149	lin. ft.	Treated Trestle Superstructure	18.25	30.00	4,470.00	2,719.25
All Required		Removal of Old Bridge			500.00	100.00
					$ 6,910.00	4,689.25

Euchre Creek Bridge

55	cu. yds.	Structural Excavation	5.00	3.00	$ 165.00	275.00
5	cu. yds.	Excavation below Plans	5.00	5.00	25.00	25.00
600	lin. ft.	Treated Trestle Piling	0.95	1.00	600.00	570.00
6.5	M-FBM	Treated Lumber	90.00	90.00	585.00	585.00
111	lin. ft.	Treated Trestle Superstructure	18.25	30.00	3,330.00	2,025.75
All Required		Removal of Old Structure and Maint. Traffic			500.00	100.00
75	cu. yds.	Class "B" Concrete	20.00	20.00	1,500.00	1,500.00
11	cu. yds.	Class "A" Concrete	20.00	22.00	242.00	220.00
32	cu. yds.	Class "D" Concrete	20.00	22.00	704.00	640.00
13,000	lbs.	Metal Reinforcement	0.05	0.055	715.00	650.00
24,000	lbs.	Structural Steel	0.055	0.065	1,560.00	1,320.00
					$ 9,926.00	7,910.75

Depot Slough Bridge

16	cu. yds.	Structural Excavation	2.00	$ 3.00	$ 48.00	32.00
750	lin. ft.	Treated Trestle Piling	1.02	1.00	750.00	765.00
4.5	M-FBM	Treated Lumber	90.00	90.00	405.00	405.00
103	lin. ft.	Treated Trestle Superstructure	18.25	30.00	3,090.00	1,879.75
All Required		Removal of Old Structure and Maint. Traffic			500.00	350.00
					$ 4,793.00	3,431.75

Sub-total	$ 27,594.00	20,061.25
10% Engr. & Cont.	2,759.40	200612
Total	$ 30,353.40	22,067.37

ROADWORK

Earth Approaches

All Required		Clearing and Grubbing			$ 750.00	1,200.00
15,000	cu. yds.	Excavation, Single Classification	$ 0.35	0.50	5,250.00	7,500.00
26,500	yd. sta.	Overhaul	0.03	0.02	795.00	530.00
1,300	yd. mi.	Truck Haul	0.20	0.15	260.00	195.00
2,600	cu. yds.	Gravel Topping	1.50	2.20	3,900.00	5,720.00

Sub-total	$ 10,955.00	15,145.00
10% Engr. & Cont.	1,095.50	1514.50
Total	$ 12,050.50	16,659.50

Length of Bridges;-

Davis Creek Br.	124.0 Ft.	
Rests " "	159.0 "	
Bushre " "	101.0 "	
Depot Slough "	147.0	
	531.0 "	0.100 miles

Length of Earth Approaches		1.045 "	
Total length		1.145 "	
Cost per mile, roadwork	$ 11,531.57		15,942.10

National Recovery Secondary Highway Funds Requested;

Bridges	$ 30,353.40	22,067.37
Roadwork	12,050.50	16,659.50
	$ 42,403.90	38,726.87

[illegible] chap 248 laws 1931

maintenance [illegible] laws 1931

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 9, 1933

RECEIVED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Oregon National Recovery Secondary project statement No. 204 was approved October 2.

Approval was made subject to the condition that if Depot Slough, over which a bridge is to be built, is found to be navigable at the bridge site, the location, plans and specifications will be approved by the War Department before the submission of the project agreement for signature by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By

Sr. Highway Engineer

September 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement to cover the construction of five bridges and earth approaches on the Siletz Highway in Lincoln County. We have assigned No. NRS-204 to this project.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS-204
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

NATIONAL INDUSTRIAL RECOVERY ACT

Approved June 16, 1933

(Date) Sept. 8, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Five Bridges on Siletz Secondary Highway

2. Between control points of official description: ______ and ______

3. Between intermediate control points if used: ______ and ______

County of Lincoln

4. Length in miles (gross) ______ (net) Brs. & Earth Apprs. - 0.6

5. Preliminary estimate of cost: Total, $ 14,875; section of road to be first improved, $ 14,875, of which $ 14,875 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

Current Income Sufficient to insure completion: Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 248, Laws 1931. (Source; refer to statute.)

(b) County ______ (Amount.) (Source; refer to statute.)

8—3072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income Chap. 41, Laws [illegible] (Statute) Chap. [illegible], Laws [illegible].

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION

By

(Title of officer.) As Chairman

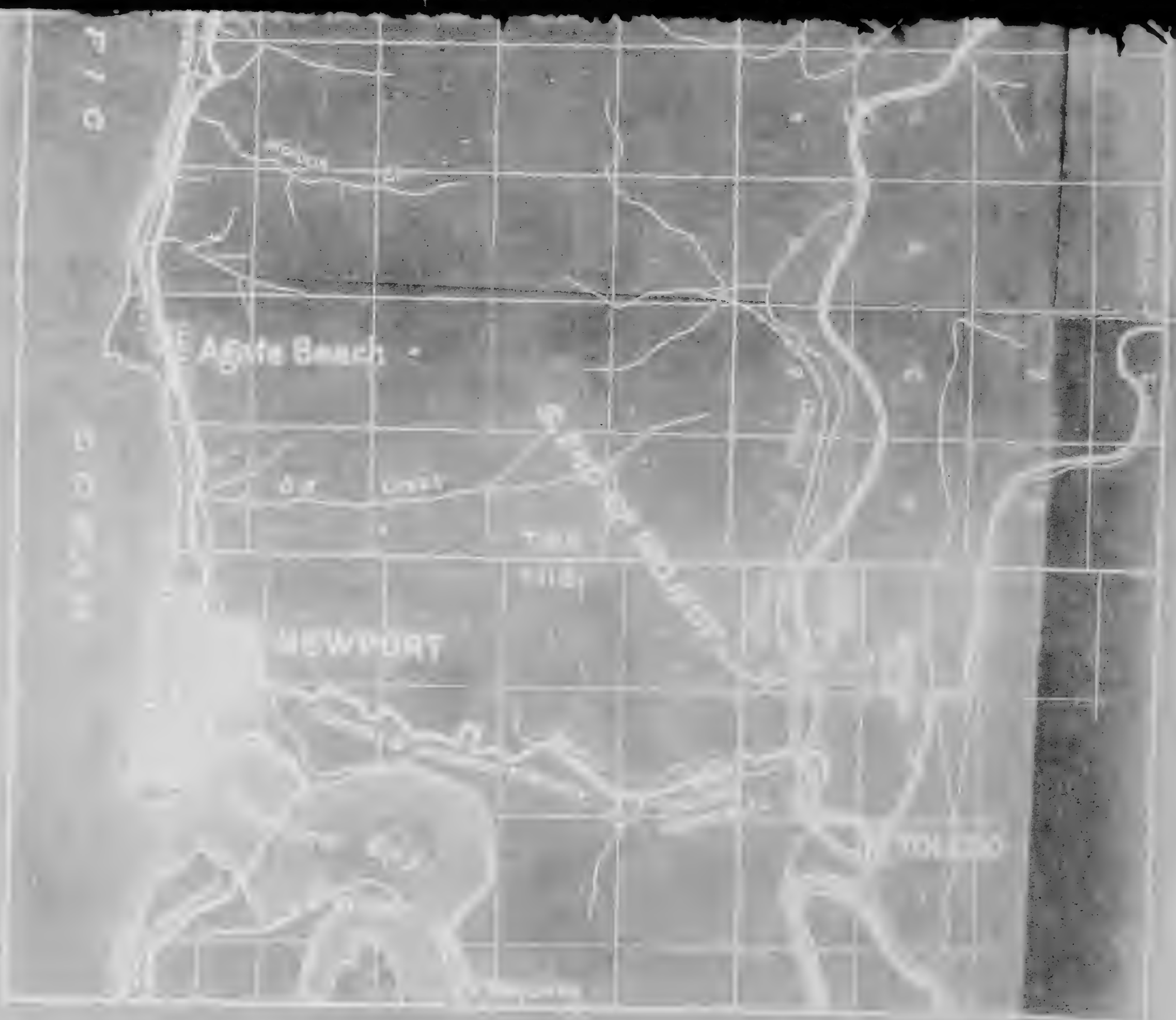
By

(Title of officer.) As Commissioner

By

(Title of officer.) As Commissioner

N. END OF PROJECT
SILETZ
Fogarty
Project
Aid System


F I C
O C E A N
Agate Beach
NEWPORT
TOLEDO

CONTRACT#1571,

NRS 198-A Washington Co. Line-Bertha 1933
Sec.

1571

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. NRS 198-A

POST OFFICE BUILDING
PORTLAND, OREGON

August 3, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered ~~[illegible]~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

H/spr 19250

Oregon U. S. Public Works Project
No. NRS 198, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 19, 1934, by the Oregon State Highway Commission, and on May 8, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works Project No. NRS 198, Section A; and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said Section A be increased from $50,000.00 to $76,000.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of seventy-six thousand and no/100 dollars ($76,000.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in

> any event exceed the sum of seventy-six thousand, and no/100 dollars ($76,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-six thousand, eight hundred fifty-three and 70/100 dollars ($76,853.70), the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 8th day of July, 1935, and the Secretary of Agriculture on the 23d day of July, 1935.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E. B. Aldrich
Member, State Highway Commission

By ______________________
Member, State Highway Commission

Secretary of Agriculture

By P. E. J. Mason
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works
Project No. NRS 198, Section A.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks. Project No. NRS 198-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 76,853.70 in lieu of the $50,000.00 approved by Certificate of May 8, 1934, as the total estimated cost of said project, and the sum of $ 76,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 23d day of July one thousand nine hundred and thirty-five

Secretary of Agriculture,

By ________________
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—[illegible]

198A

November 28, 1934

Mr. F. D. Eason

Office

Dear Sir:

Your report of November 23, relative to the overrun on the Beaverton-Washington County line project indicates lack of engineering study. I would appreciate your giving more attention to such features.

Very truly yours,

State Highway Engineer

RHB:HI

17175 900 10-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

15 11

November 23, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer.
Office.

Dear Sir:

Complying with your request for a report on the overrun on the Beaverton-Washington County Line project, we submit the following.

The total overrun of approximately $11,625.00 is chargeable to four general items, as follows:

Grading	$ 6,697.00
Drainage and pipe	553.00
Gravel and rock base and shoulder material	1,911.00
Asphalt pavement	4,253.00
Total	$13,419.00
Less 4 per cent allowance for contingencies under original setup, leaves	$11,625.00.

The raising of the grade at DeLashmutts increased embankment yardage approximately 4,000 cubic yards. The Fourth Street connection at Bertha added approximately 2,000 cubic yards. These together with the increased yardage caused by shifts in the alignment induced by incorporating spirals, resulted in additional grading costs as above shown. The increase in drainage facilities was due to an erroneous preliminary estimate. The overrun of base and shoulder rock was necessary to secure a stable foundation. The fact that this material was bedded in during wet and rainy winter weather increased the yardage. Asphaltic pavement underran on "B" mix and overran on "A" and "C" mixes. The additional "C" was due to soft spots in the grade that were removed, and changes in grade line that used more "C" on rock base, instead of the "B" mix on the old pavement. The increased "A", or top mix, can only be accounted for by the improper crown template on the paving machine. This was noted and corrected, but after considerable tonnage had been laid; the error being found in a search for the cause of the overrun.

There is being submitted at this time an authority for additional expenditure form to cover the increased cost on this project.

Yours very truly,

F D Eason

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc S. H. Probert
H. G. Smith

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 29, 1934

Section Bertha - Wash. Co. Line

Kind of work Grading - Paving

Highway Bertha - Beaverton

Section prefix 26 PE; NRS 198-A

Contractor J. C. Compton

Contract number 1571

Date of contract Dec. 28, 1933

Date of completion June 30, 1934

Date work started Feb. 6, 1934

Estimated date of completion July 8, 1934

Amount of contract $ 69,867.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 83,287.78

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 4,309.10, 5.2 %

Date project was completed July 8, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate and profile completed and taken to Salem Thursday Sept. 27.

Mr. Don Nelson transferred to Mr. F. T. Young at Oregon City Sept. 27 and Mr. A.L. Bean was also transferred to the same place Sept. 28.

FINAL REPORT

RECEIVED
OCT 2 - 1934
OFFICE OF
CONST[illegible]

Signed Res. Eng.

Address Hillsboro, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.43	2.43			2.43
Miles partially completed					
Miles completed	2.43	2.43			2.43
Total estimated quantities	24,550	7,675			7,800
Estimated quantities moved or placed to date	27,497	8,044			8,609
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	None						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Clear		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

July 10, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher, in amount of $27,000.00, for the Washington County Line-Bertha Section, Project No. NRS 193-A.

The constructed length of this project is as given in the plans which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Rash/ER

Encl.

J 5-4

Bertha-Washington Co. Line
Banning Pargit

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
~~C. A. PERKINS~~ T. F. GUNN
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG.
308 YAMHILL STREET
P. O. DRAWER 1197

PORTLAND, ORE.

May 23, 1934

SURS-198A

Mr. R. H. Baldock
State Highway Engineer
State Office Building
Salem, Oregon

Dear Sir:

Att: Mr. S. H. Probert

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE

It has just come to our attention that tank cars numbered UTLX 61078 shipped from Richmond on May 14th and UTLX 61053 shipped from Richmond on May 12th consigned to J. C. Compton at Portland, Oregon, for use on Contract #1571, were billed out with instructions to collect freight charges from the Oregon State Highway Commission at Salem. We understand that you have taken this matter up with Mr. Compton and are forwarding the freight bills to him for payment.

Our shipping department in San Francisco inadvertently billed these cars out in this manner instead of instructing the carrier to collect the freight charges from Mr. Compton at Portland.

We regret exceedingly this error and have taken steps to see that it does not occur in the future. When Mr. Compton ordered us to ship these cars, he instructed us to have them billed "Freight Collect". Inasmuch as the error was made by our company, we trust it will not affect in any way your relations with the J. C. Compton Company.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager

By

WSL:DMC

SHP

NRA
MEMBER
U.S.
WE DO OUR PART

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

Ore. USPW NRS 198-A

May 18, 1934

Mr. R.H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris,
Highway Engineer

Encls.

Jon

Agr.-19250

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-195, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of April, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 23rd day of August, 1933, a project statement, which was approved by the Secretary on the 8th day of September, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

fifty thousand and no/100

dollars ($50,000.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5513

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. Chap. 175, laws 1917; Chap. 31, laws 1920
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1+05.0 at the intersection with F.A.Route No. 9 in the SW¼ of Section 16, T 1 S, R 1 E and survey station 128+99.2 at the Multnomah-Washington County Line on the section line between Section 18, T 1 S, R 1 E, and Section 13, T 1 S, R 1 W, W.M., length 2.427 miles, in Multnomah County, being Section A of Oregon U. S. Public Works project No. NRS-198, consisting of 2.427 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~. known locally as the Washington County Line-Bertha Section of the Bertha-Beaverton Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty thousand and no/100 dollars ($50,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-six thousand, eight hundred fifty-three and 70/100 dollars ($76,853.70), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Public Works** Project No. **NRS-198-A.**

State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **76,853.70** as the total estimated cost of said project, and the sum of $ **50,000.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 8 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By
Acting Chief, Bureauof Public Roads

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 15, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the project agreement estimate submitted for Oregon U.S.Public Works project NRS 198-A.

In the future, when submitting agreement estimates, will you please advise us whether or not NRS projects are on the State Highway System. This information is necessary to determine if the Highway Department has authority to perform the maintenance.

If the maintenance is to be performed by the County, a statement regarding the submission of copies of the maintenance agreement should be made in the letter transmitting the agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

March 10, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Washington County Line-Bertha Section, Project No. NRS 198-A.

In reply to the inquiry contained in your letter of approval of the P.S. & E. paper, concerning a possible encroachment on the Southern Pacific right of way between highway stationing 3+50 and 10+00, please be advised that this property has been abandoned by the railroad company and has been secured from them by purchase.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRS 190-A

WASHINGTON COUNTY LINE-BERTHA SECTION OF THE BERTHA-BEAVERTON HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 23, 1934

All Required		Clearing and Grubbing		$ 500.00
16,500	cu. yds.	Excavation, Single Classification	$ 0.40	6,600.00
8,400	yd. sta.	Overhaul	0.05	420.00
5,200	yd. mi.	Truck Haul	0.20	1,040.00
80	lin. ft.	8" Concrete Tile	0.50	40.00
15	" "	12" " "	1.00	15.00
10	" "	12" " Pipe	1.50	15.00
20	" "	24" " "	3.00	60.00
15	" "	36" " "	6.00	90.00
10	" "	48" " "	10.00	100.00
40	" "	9" Corrugated Iron Pipe	0.90	36.00
100	" "	12" " " "	1.25	125.00
30	" "	15" " " "	2.00	60.00
40	" "	24" " " "	2.50	100.00
240	" "	Salvaging Drain Pipe	0.50	120.00
1	only	Concrete Catch Inlet	30.00	30.00
50	sq. yds.	Removal of Old Pavement	0.50	25.00
2,500	cu. yds.	Top Course, Sub-base & Shoulders	2.50	6,250.00
4,500	" "	Lower " " " "	2.25	10,125.00
100	" "	3/4" - 0" Screenings	3.00	300.00
500	" "	Filler	0.60	300.00
500	yd. mi.	Hauling Filler	0.20	100.00
2,500	tons	Class "A" Asphaltic Concrete	5.50	13,750.00
1,400	"	" "B" " "	6.00	8,400.00
3,900	"	" "C" " "	5.10	19,890.00
27,900	sq. yds.	Surface Finish Coat	0.05	1,395.00
			Sub-total	$ 69,867.00
			10% Engr. & Cont.	6,986.70
			Total	$ 76,853.70

Length	2.427 miles
Cost per mile	$ 31,666.13

National Recovery Secondary Highway Funds Requested	$ 50,000.00
State Funds	26,853.70
	$ 76,853.70

State Funds for Construction: Chap. 178, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

National Recovery Highway
Project No. NRS 198-A

WASHINGTON COUNTY LINE-BERTHA SECTION OF THE

BERTHA-BEAVERTON HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)
~~(Estimate to accompany plans. Not as basis for project agreement.)~~

Salem, Oregon, ~~December 16, 1933.~~ January —, 1934.

All Required		Clearing and Grubbing			$ 200.00	500.00
16,500	cu. yds.	Excavation, Single Classification	0.40	$ 0.30	4,950.00	6,600.00
8,200	yd. sta.	Overhaul	0.05	0.02	164.00	410.00
5,200	yd. mi.	Truck Haul	0.20	0.20	1,040.00	1,040.00
80	lin. ft.	8" Concrete Tile	0.50	0.60	48.00	40.00
15	" "	12" " "	1.00	1.00	15.00	15.00
10	" "	12" " Pipe	1.50	1.50	15.00	15.00
20	" "	24" " "	3.00	3.00	60.00	60.00
15	" "	36" " "	6.00	6.00	90.00	90.00
10	" "	48" " "	10.00	10.00	100.00	100.00
40	" "	9" Corrugated Iron Pipe	0.80	1.00	40.00	32.00
100	" "	12" " " "	1.25	1.50	150.00	125.00
30	" "	15" " " "	2.00	2.00	60.00	60.00
40	" "	24" " " "	2.50	3.00	120.00	100.00
240	" "	Salvaging Drain Pipe	0.50	0.30	72.00	120.00
1	only	Concrete Catch Inlet	30.00	50.00	50.00	30.00
50	sq. yds.	Removal of Old Pavement	0.50	0.60	30.00	25.00
2,500	cu. yds.	Top Course, Subbase & Shoulders	2.50	2.00	5,000.00	6,250.00
4,500	" "	Lower " " " "	2.25	2.25	10,125.00	10,125.00
100	" "	3/4" - 0" Screenings	3.00	2.50	250.00	300.00
500	" "	Filler	0.60	0.50	250.00	300.00
500	yd. mi.	Hauling Filler	0.20	0.20	100.00	100.00
2,500	tons	Class "A" Asphaltic Concrete	5.50	5.50	13,750.00	13,750.00
1,400	"	" "B" " "	6.00	6.00	8,400.00	8,400.00
3,900	"	" "C" " "	5.10	5.50	21,450.00	19,890.00
27,800	sq. yds.	Surface Finish Coat	0.05	0.05	1,390.00	1,390.00
		Sub-total			$67,929.00	69,867.00
		10% Engr. & Cont.			6,781.90	6,986.70
		Total			$74,710.90	76,853.70

Length 2.427 miles
Cost per mile $30,783.23

National Recovery Secondary Highway Funds Requested $74,710.90. 50,000.00
State Funds 26,853.70

[illegible]

State funds for Constr: Chap 175, Laws 1917; Chap 31 Laws 1920
" " " Maint. " 41, Laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for U. S. Public Works Project Oregon NRS 198-A, the Washington County Line-Bertha Section of the Buxton-Beaverton Highway.

This is your authority to advertise the above project.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

From approximately Station 3+50 to 10+00 there evidently is an encroachment on the Southern Pacific Railroad right of way which is shown on the plans as abandoned. Please advise if this encroachment has been settled with the railroad company.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. ANDREWS
Sr. Highway Engineer

[illegible]

-rro 198A

January 22, 1934

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending to you, by express, one fully executed copy of State Highway Contract No. 1571 which was awarded to you on December 28 for paving the Washington County Line-Bertha Section of theBertha-Beaverton Highway in Multnomah County.

This copy is sent to you for your files.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

198-6

December 30, 1933

Mr. J. C. Compton
McMinnville
Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 28 for the construction of the Washington County Line-Bertha Section of the Bertha-Beaverton Highway in Multnomah County, and has awarded to you the contract for such work at your bid price of $69,867.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRS 198-A, Washington County Line-Bertha section of the Bertha-Beaverton Highway, to J. C. Compton, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Washington County Line-Bertha Project (NRS 198).

This clause requires the commencement of the work at the earliest possible time, but as asphaltic concrete pavement cannot be placed during the winter months, it does not require the commencement of that part of the work until after April 1st.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

Encl.

RECEIVED
SEP 12 1933
OREGON
STATE HIGHWAY COMMISSION

451 Oregon NRS 196

Informational copy
for State Hwy Dep't
Salem

Sept. 8, 1933

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

The project statement for Oregon National Recovery Secondary Highway project No. NRS 196 was approved today. Approval is subject to the condition that the railroad grade crossing within the limits of the project be protected by safety devices adequate for the protection of traffic for a grade crossing of that class.

Very truly yours,

L. I. HEWES, Deputy Chief Engineer,

By R. W. Matteson

Senior Highway Engineer

CONTRACT #1572,

NRS-18 Brunks Corner-West Salem Sec. 1933

1572

#1572

RECEIVED
APR 18 1939

NRA #18

April 13, 1939

Mr. John Lichty,
Attorney at Law,
1225 Failing Building,
Portland, Oregon.

Dear Sir:

In response to your inquiry of April 11th you are advised that the L. O. Herrold Contract No. 1572, Brunk's Corner-West Salem Section in Polk County, was completed Nov, 15, 1934. The contract was accepted by the Highway Commission Dec, 31, 1934.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND
HOME OFFICE - BALTIMORE

FIDELITY AND SURETY BONDS
BURGLARY AND GLASS INSURANCE

JOHN LICHTY
ATTORNEY

1225 FAILING BUILDING
PORTLAND, OREGON

TELEPHONE
ATWATER 8478

RECEIVED
APR 1[illegible]
[illegible] COMMISSION

April 11, 1939

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Will you kindly advise me what the records of your office show relative to the date of the acceptance by the Highway Commission of L. O. Herrold's contract for the construction of the West Salem Brunk's Corner section of the Salem-Dallas highway, Contract No. 1572?

Yours very truly

John Lichty

JL:HC

John Lichty

RECEIVED
AUG 2 1938
FOR FILING

#18

July 27, 1938

Mr. John Lichty
1225 Failing Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of July 25 requesting that the unpaid balance due L. O. Herrold in connection with his contract for the construction of the Brunk's Corner-West Salem Section of the Salem-Dallas Highway be withheld until further advice from you.

We shall endeavor to comply with your request.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Carl Smith

#1532
[illegible]

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND
HOME OFFICE - BALTIMORE

FIDELITY AND SURETY BONDS
BURGLARY AND GLASS INSURANCE

JOHN LICHTY
ATTORNEY

1225 FAILING BUILDING
PORTLAND, OREGON

TELEPHONE
ATWATER 8478

[illegible] 1938
[illegible] COMMISSION

July 25, 1938

State Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: L. O. Herrold - Brunk's Corner-West Salem
Section of Salem-Dallas Highway

My client, Fidelity and Deposit Company of Maryland, is on the bond of L. O. Herrold for the performance of the above contract and an action has been commenced by Salem Sand and Gravel Company to recover upon the said bond.

I understand there is in the neighborhood of $5,000 still unpaid on this contract and, on behalf of the surety, I request that you withhold the making of any further payments until the termination of this action and further advice from us.

Yours very truly

John Lichty

John Lichty

JL:HC

$
4,907.28

noted [illegible] 7/26/38

NOTED JUL 26 '38
CARL F. SMITH
AUDITOR

RECEIVED
DEC 10 1937
FOR FILING

1V

December 9, 1937

Mr. John Lichty,
c/o Fidelity and Deposit Co. of Maryland
1225 Failing Building
Portland, Oregon

Dear Sir:

Replying to your letter of December 8, in regard to final payment to L. O. Herrold for the construction of the West Salem-Brunk's Corner Section of the Salem-Dallas Highway, Contract No. 1572, wish to say that final payment has not yet been made for this work. The final estimate is $4,907.28 and has been assigned to Ladd & Bush Bank of Salem. This assignment is on our standard assignment form and was consented to by the Fidelity and Deposit Company of Maryland, surety on the bond furnished in connection with this job.

I might add that the final voucher was mailed to the contractor on May 11, 1935, but was never returned. A duplicate of this final voucher was mailed to Ladd and Bush Bank later to secure signatures but it also was not returned which accounts for the fact that final payment has not been made.

Yours very truly,

HBG:MC

Secretary

December 9, 1937

Mr. Glaisyer:

The final on this job is $4,907.28 and is assigned to Ladd & Bush.

The final voucher was mailed to the contractor on May 11, 1935, and was not returned. Last summer sometime a duplicate was prepared and mailed to Ladd & Bush, who were to get the signatures and it also has not been returned.

The surety consented to the assignment of all funds on the contract to Ladd & Bush.

J. McFarland.

As attorney for the Fidelity and Deposit Company of Maryland, surety on the above contract bond, will you please advise me if final payment has ever been made on this contract? If not, please advise me what amount remains in the hands of the State Highway Commission as a final payment and retain percentage.

If there is any money remaining due the contractor, please do not make any further payment until you first advise me of your intention to do so.

Yours very truly,

John Lichty

John Lichty

JL:HRC

REFERRED TO
BY SECRETARY

REFERRED TO
McFarland
BY SECRETARY

What is the status?

ANSWERED
H. B. G.

#1572

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND
HOME OFFICE - BALTIMORE

FIDELITY AND SURETY BONDS
BURGLARY AND GLASS INSURANCE

JOHN LICHTY
ATTORNEY

1225 FAILING BUILDING
PORTLAND, OREGON

TELEPHONE
ATWATER 8478

December [illegible], 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Re: [illegible]-West Salem [illegible]
Section, Salem-Dallas Highway
Contract No. [illegible]

As attorney for the Fidelity and Deposit Company of Maryland, surety on the above contract bond, will you please advise me if final payment has ever been made on this contract? If not, please advise me what amount remains in the hands of the State Highway Commission as a final payment and retain percentage.

If there is any money remaining due the contractor, please do not make any further payment until you first advise me of your intention to do so.

Yours very truly,

John Lichty
John Lichty

JL:[illegible]

REFERRED TO McFarland BY SECRETARY

what is the status?
HBG

ANSWERED H. B. G.

18

November 19, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, copies of easements and other documents covering those portions of the right of way for the Brunks Corner-West Salem Section, where encroachments occurred on the Southern Pacific Railway Company's right of way.

Five blueprint copies of revised plan sheets numbers 6 to 11, inclusive, are being sent under separate cover, which sheets have been corrected to conform to the actual additional right of way secured.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 13, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to our letters of June 20, 1935, September 24, 1935, and October 24, 1935, requesting information as to right-of-way easements for Oregon U. S. Public Works Project NRS 18, Brunk's Corner-West Salem.

As we are still holding the final voucher covering this work, may we be favored with an immediate reply?

Very truly yours,

W. H. LYNCH
District Engineer
By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

18

November 14, 1935

Mr. Ronald C. Glover
Attorney-at-Law
Oregon Building
Salem, Oregon

Dear Sir:

Your communication of November 13, concerning a cut in the Salem-Dallas Highway adjoining the property of the William Schuett estate, has been referred to our attorney, J. M. Devers.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. J. M. Devers

Mr. Devers: Please contact Mr. Chandler and get the facts.

18

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 24, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letters of June 20, 1935, and September 24, 1935, regarding right of way easements for Oregon U.S.Public Works project NRS 18, Brunk's Corner to West Salem section of the Salem-Dallas Highway.

The final voucher is being held awaiting the necessary right of way easements and our Washington Office is again requesting that this matter be cleared up promptly.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#18

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 24, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of June 20, 1935, regarding right-of-way easements for Oregon USPW Project NRS-18, Brunk's Corner to West Salem section of the Salem-Dallas Highway.

As no action can be taken with respect to the final voucher until the easements are furnished, we request that the matter be given prompt attention to avoid further delay in payment.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 6-H-1 19011 1500 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

#11

August 1, 1935

Mr. Alfred A. Hampson
General Attorney
Southern Pacific Company
Portland, Oregon

Dear Sir:

Herewith we return to you duplicate counterparts of proposed agreement between Southern Pacific Company and State of Oregon relative to easements for the Salem-Dallas Highway between West Salem and Eola.

After execution by your company will you kindly return one copy to this department, addressing the same attention Mr. H. B. Glaisyer, Secretary?

Yours very truly,

J. M. DEVERS

By JWD
J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. H. B. Glaisyer ✓

FORM 2-K-1 22199 1500 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

#15

July 15, 1935

IN REPLY PLEASE
REFER TO FILE NO.

REFERRED TO
H G Smith

Is this OK.
RHB.

OK as to Engineering features and encroachments
H G Smith

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith we hand you for execution agreement between Southern Pacific Company and the department relative to certain right of way on the Salem-Brunk's Corner section of the Salem-Dallas Highway.

This proposed agreement has been examined by us and is satisfactory in form.

The purpose of the agreement is to clear up right of way questions along the highway and is made for the benefit of this department.

Yours very truly,

J. M. DEVERS

by J. W. DeSouza a.w.
J. W. DeSOUZA
Assistant Attorney

returned to Devers (3 copies) 7/31/35

RECEIVED
JUL 23 1935

Enclosure
JMD:AW

REFERRED TO
Mr. Baldock
BY SECRETARY

to approve before presenting to Commission
7-23-35

NRS 18

July 2, 1935

Salem Sand & Gravel Co.
Salem, Oregon

Attention: Paul R. Wallace,
President

Gentlemen:

This acknowledges receipt of your claim against contractor L. O. Herrold, same being in the sum of $18,590.48 and being the balance due you for furnishing labor and materials to Mr. Herrold in connection with his contract with the State Highway Commission for the construction of the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County, Contract No. 1572.

In accordance with your request we are sending you, herewith, a certified copy of this contract and the bond furnished in connection therewith.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

To the State Highway Commission of the State of Oregon:

Application is hereby made by the undersigned, Salem Sand & Gravel Company, a corporation, existing under and by virtue of the laws of the State of Oregon, to receive a certified copy of the contract made and entered into by and between the State Highway Commission of the State of Oregon and L. O. Herrold and The Herrolds, Inc., an Oregon corporation, for the improvement of the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County, Oregon, the same being contract No. 1572, and a certified copy of the bond taken from L. O. Herrold and The Herrolds, Inc. and Fidelity & Deposit Guaranty Company of Maryland.

Application is further made for authorization to the said Salem Sand & Gravel Company to institute an action against the said L. O. Herrold, The Herrolds, Inc. and Fidelity & Deposit Guaranty Company of Maryland on its own relation but in the name of the State of Oregon, and to prosecute the same to final determination and execution for its own use and benefit.

Such application is made for the reason that said Salem Sand & Gravel Company between the dates of February 28, 1934, and November 30, 1934, furnished to L. O. Herrold and The Herrolds, Inc. at their special instance and request labor and materials of an aggregate total value of $37,156.03; that said labor and materials were furnished and supplied under the conditions provided by law for the completion of said above-mentioned contract, and that by reason thereof Salem Sand & Gravel Company has a valid, subsisting claim against said bond; that said sum of $37,156.03 has not been paid nor any part thereof, except the sum of $18,565.55, and that the claim of the said Salem Sand & Gravel Company against said parties and said bond is in the sum of $18,590.48.

The affidavit ofPaul B. Wallaceis hereunto attached tendered in support of this application.

Dated this 29th day of June, 1935.

SALEM SAND & GRAVEL COMPANY,

By Paul B Wallace
Pres

STATE OF OREGON, }
} ss.
County of Marion. }

I, Paul B. Wallace, being first duly sworn, on oath say: That I am President of Salem Sand & Gravel Company, a corporation existing under and by virtue of the laws of the State of Oregon; that Salem Sand & Gravel Company furnished labor and supplied materials to L. O. Herrold and to The Herrolds, Inc. in the prosecution and completion of the improvement of Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County, Oregon, the same being contract No. 1572; that said labor and materials were of the reasonable value of $37,156.03; that this sum has not been paid nor any part thereof, except the sum of $18,565.55, and that there is now due, owing and unpaid on said account the sum of $18,590.48.

That said labor and materials furnished by said Salem Sand & Gravel Company to the said L. O. Herrold and The Herrolds, Inc. and the whole thereof were applied and used upon said improvement project as aforesaid.

Paul B Wallace

Subscribed and sworn to before me this 29th day of June, 1935.

E. L. Crawford

NOTARY PUBLIC FOR OREGON
My Commission Expires May 10, 1939

To the State Highway Commission of the State of Oregon:

Notice is hereby given that the undersigned, Salem Sand & Gravel Company, a corporation existing under and by virtue of the laws of the State of Oregon, has a claim for the furnishing of labor and materials in the sum of $37,156.03, of which there has been paid the sum of $18,565.55, and no more, and that said claim is unpaid in the sum of $18,590.48 and is a valid, subsisting claim against the bond taken from L. O. Herrold and/or The Herrolds, Inc. and the Fidelity & Deposit Guaranty Company of Maryland for the work of improving the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County, Oregon, being contract No. 1572.

Done this 29th day of June, 1935.

SALEM SAND & GRAVEL COMPANY,

By Paul B Wallace
Pres

#1572
Polk Co
NRS 18

July 2, 1935

Hon. Earl Snell,
Secretary of State
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of June 29 enclosing copies of a notice of claim which has been filed by the Salem Sand & Gravel Company against the bond furnished by L. O. Herrold in connection with State Highway Contract No. 1572 covering construction on the Brunk's Corner-West Salem Section of the Salem-Dallas Highway; also enclosing application and affidavit of the Salem Sand & Gravel Company for a certified copy of this contract and bond.

In accordance with our usual practice, we are today sending a copy of this notice of claim to the surety company and also to the contractor. We are also sending a certified copy of the contract to the Salem Sand & Gravel Company in accordance with their request.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HEG:MC

Secretary

July 3, 1935

Fidelity & Deposit Co. of Maryland
Clarence D. Porter,
Failing Building
Portland, Oregon

Gentlemen:

We are enclosing a copy of a notice of claim which has been filed by the Salem Sand & Gravel Company against the bond furnished by L. O. Herrold in connection with State Highway Contract No. 1572 covering construction work on the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County. You will note this claim is in the amount of $18,590.48 and represents labor and material furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

LEG:MC

cc - L. O. Herrold,
241 No. Liberty St.,
Salem, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

June 29, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information and files, three copies of a notice of claim by Salem Sand & Gravel Company for $18590.48 against the bond taken from L. O. Herrold and/or The Herrolds, Inc., principal, and Fidelity & Deposit Company of Maryland, surety, for work on the Brunk's Corner-West Salem Section of the Salem-Dallas Highway, contract No. 1572, which has been filed in this office today.

Application and affidavit of the Salem Sand & Gravel Company for a certified copy of the contract and bond covering the above construction work is also enclosed.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 4

To the Secretary of State of the State of Oregon:

To the State Highway Commission of the State of Oregon:

Notice is hereby given that the undersigned, Salem Sand & Gravel Company, a corporation existing under and by virtue of the laws of the State of Oregon, has a claim for the furnishing of labor and materials in the sum of $37,156.03, of which there has been paid the sum of $18,565.55, and no more, and that said claim is unpaid in the sum of $18,590.48 and is a valid, subsisting claim against the bond taken from L. O. Herrold and/or The Herrolds, Inc. and the Fidelity & Deposit Guaranty Company of Maryland for the work of improving the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County, Oregon, being contract No. 1572.

Done this 29th day of June, 1935.

SALEM SAND & GRAVEL COMPANY,

BY PAUL B. WALLACE
Pres.

To the Secretary of State of the State of Oregon:

To the State Highway Commission of the State of Oregon:

Notice is hereby given that the undersigned, Salem Sand & Gravel Company, a corporation existing under and by virtue of the laws of the State of Oregon, has a claim for the furnishing of labor and materials in the sum of $37,156.03, of which there has been paid the sum of $18,565.55, and no more, and that said claim is unpaid in the sum of $18,590.48 and is a valid, subsisting claim against the bond taken from L. O. Herrold and/or The Herrolds, Inc. and the Fidelity & Deposit Guaranty Company of Maryland for the work of improving the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk Conty, Oregon, being contract No. 1572.

Done this 29th day of June, 1935.

SALEM SAND & GRAVEL COMPANY,

BY PAUL B. WALLACE
Pres.

Endorsed: File No. 2479
Filed June 29, 1935
EARL SNELL
Secretary of State

To the State Highway Commission of the State of Oregon:

Application is hereby made by the undersigned, Salem Sand & Gravel Company, a corporation, existing under and by virtue of the laws of the State of Oregon, to receive a certified copy of the contract made and entered into by and between the State Highway Commission of the State of Oregon and L. O. Herrold and The Herrolds, Inc., an Oregon corporation, for the improvement of the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County, Oregon, the same being contract No. 1572, and a certified copy of the bond taken from L. O. Herrold and The Herrolds, Inc. and Fidelity & Deposit Guaranty Company of Maryland.

Application is further made for authorization to the said Salem Sand & Gravel Company to institute an action against the said L. O. Herrold, The Herrolds, Inc. and Fidelity & Deposit Guaranty Company of Maryland on its own relation but in the name of the State of Oregon, and to prosecute the same to final determination and execution for its own use and benefit.

Such application is made for the reason that said Salem Sand & Gravel Company between the dates of February 28, 1934, and November 30, 1934, furnished to L. O. Herrold and The Herrolds, Inc. at their special instance and request labor and materials of an aggregate total value of $37,156.03; that said labor and materials were furnished and supplied under the conditions provided by law for the completion of said above-mentioned contract, and that by reason thereof Salem Sand & Gravel Company has a valid, subsisting claim against said bond; that said sum of $37,156.03 has not been paid nor any part thereof, except the sum of $18,565.55, and that the claim of the said Salem Sand & Gravel Company against said parties and said bond is in the sum of $18,590.48.

The affidavit of Paul B. Wallace is hereunto attached tendered in support of this application.

Dated this 29th day of June, 1935.

SALEM SAND & GRAVEL COMPANY,

By Paul B Wallace
Pres

STATE OF OREGON,)
) ss.
County of Marion.)

I, Paul B. Wallace, being first duly sworn, on oath say: That I am President of Salem Sand & Gravel Company, a corporation existing under and by virtue of the laws of the State of Oregon; that Salem Sand & Gravel Company furnished labor and supplied materials to L. O. Herrold and to The Herrolds, Inc. in the prosecution and completion of the improvement of Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County, Oregon, the same being contract No. 1572; that said labor and materials were of the reasonable value of $37,156.03; that this sum has not been paid nor any part thereof, except the sum of $18,565.55, and that there is now due, owing and unpaid on said account the sum of $18,590.48.

That said labor and materials furnished by said Salem Sand & Gravel Company to the said L. O. Herrold and The Herrolds, Inc. and the whole thereof were applied and used upon said improvement project as aforesaid.

Paul B Wallace

Subscribed and sworn to before me this 29th day of June, 1935.

E. L. Crawford

NOTARY PUBLIC FOR OREGON
My Commission Expires May 10, 1939

[illegible]
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

#1572

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

MRS
18

OREGON STATE HIGHWAY COMMISSION

SALEM

[illegible] 26, 19[illegible].

IN REPLY PLEASE
REFER TO FILE NO.

Mr. L. O. Herrold,
P. O. Box 190,
Salem, Oregon.

Dear Sir:

We are attaching a copy of notice of claim for $200.00 which has been filed by R. R. Turner against the bond furnished by you in connection with State Highway Contract #1572, covering work on the Brunk's Corner-West Salem Section of Salem-Dallas Highway.

Yours very truly,

Secretary

[illegible]
Incl.1

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 26, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Honorable Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

This acknowledges receipt of your letter of June 22d with attached copies of notice of claim which has been filed by L.F. Turner against the bond [illegible] L. O. Herrold in connection with State Highway Contract No. 1572, for work on the Brunk's Corner-West Salem Section in the Salem-Dallas Highway.

In accordance with our usual practice, we are today sending copies of this notice to the contractor and the surety.

Yours very truly,

Secretary

[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

June 22, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and file, three copies of a notice of claim by R.R. Turner for $200.00 against the bond taken from L. O. Herrold, principal, and Fidelity & Deposit Company of Maryland, surety, for work on the Burnk's Corner-West Salem Section of the Salem-Dallas Highway, contract No. 1572.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

Dallas, Oregon
JUNE
Twenty-First
1935

NOTICE OF CLAIM

To: OREGON STATE HIGHWAY COMMISSION Of Oregon
HON. H. B. GLAISYER, Secretary
Salem, Oregon

Oregon State Highway Commission
Contract No. 1572
Re: R. R. Turner vs. L. O. Herrold, et al

NOTICE IS HEREBY GIVEN that the undersigned, R. R. Turner, whose residence and post office address is Dallas, Oregon, has a claim for loss and property damage suffered to his passenger automobile, a 1931 5-passenger Grahm, Motor No. 1007584, on May 19th, 1934, while driving the said automobile over that part of the public highway in Polk County, Oregon, between West Salem and Brunk's Corner of the Salem-Dallas highway, due to the negligence of L. O. Herrold, Contractor, in depositing irregular piles of rock on the highway, and leaving unsafe for automobile travel certain sections of the said above highway, particularly in West Salem, near Eola, in front of the old Patterson Ranch, and also near Brunk's Corner, which caused the said automobile to collide with the said rock piles and to collide with the unprotected grade and other needless obstructions in the highway, thereby cracking and breaking the crank case, permitting the oil to escape fro the crank case, thereby "freezing" the engine, causing property damage in the sum of $200 against the bond taken from L. O. Herrold on contract No. 1572, of the Oregon State Highway Commission, of Oregon, by and between the Oregon State Highway Commission of Oregon, dated December 28th, 1933, which contract and bond are, in order to make definite and certain is by this reference made a part hereof, on which bond L. O. Herrold is principal and Fidelity and Deposit Company of Maryland is Surety, which contract covered the work of grading and bituminous-macadam surfacing of the Brunk's Corner-West Salem section of the Salem-Dallas highway in Polk County, Oregon.

That six months has not expired since the completion of the said contract, No. 1572, herein referred to, with an acceptance of the work by the affirmative action of the State of Oregon, and the Oregon State Highway Commission of Oregon.

IN WITNESS WHEREOF, I have hereunto set my hand and seal, this the 21st day of June, 1935.

R. R. TURNER (SEAL)
CLAIMANT
P. O. Address: Dallas, Oregon

FRED A. WILLIAMS
ATTORNEY FOR CLAIMANT
P. O. Box 435
Salem, Oregon

R. R. TURNER, Claimant, vs. L. O. HERROLD, et al, defendant, NOTICE OF CLAIM
From the office of: FRED A. WILLIAMS, Attorney for Claimant, 209 U. S. Bank Bldg., Salem, Oregon Attorney for Claimant

ENDORSED: FILE No. 2478
FILED JUNE 22, 1935
EARL SNELL,
SECRETARY OF STATE

WRS 1K

#1572

JUNE 24, 1935.

Mr. Fred A. Williams,
Attorney for Claimant,
P. O. Box 435,
Salem, Oregon.

Dear Sir:

This acknowledges receipt of carbon copy of your letter directed to Honorable Earl Snell, Secretary of State, enclosing copy of notice of claim of H. R. Turner vs. L. O. Herrold, et al, being his claim for damages to his automobile which occurred on the Salem-Dallas highway, May 19, 1934, between West Salem and Brunk's corner, which section of highway was under construction at that time by contractor L. O. Herrold.

I have noted this claim on the records of this job, and I am calling it to the attention of the Fidelity and Deposit Company of Maryland, surety on the bond furnished by the contractor in this instance.

Yours very truly,

Secretary

HBG:MD

MRS 16

#1572

JUNE 24, 1935.

Fidelity & Deposit Company of Maryland,
Failing Building,
Portland, Oregon.

ATTENTION: Mr. Clarence D. Porter,
Manager

Gentlemen:

Attached hereto is copy of notice of claim of R. R. Turner vs. L. O. Herrold, et al, being his claim for loss in property damage suffered to his passenger automobile while being driven over the Salem-Dallas highway between West Salem and Brunk's corner, which section was at that time under construction by said contractor, L. O. Herrold.

This information is given you since you appear as surety on the bond furnished by Mr. Herrold in connection with this project, which is designated as State Highway Contract No. 1572.

Yours very truly,

Secretary

HBG:ID
Encl. 1

cc - L.O.Herrold

COPY

JUNE
Twenty-Second
1935

RECEIVED
JUN 22
STATE HIGHWAY COMMISSION

Hon. Earl Snell, Secretary of State
Of The State of Oregon
Salem, Oregon

Re: R.R. Turner vs. L.O. Herrold, et al
Contract No. 1572

Dear Sir:

I am herewith presenting to you, with the request that you file the same, Notice of Claim for damages against L. O. Herrold, highway contractor, principal in contract No. 1572, and Fidelity and Deposit Company of Maryland, surety on the bond of said contract, claimed by Hon. R. R. Turner of Dallas, Oregon, in the sum of $200.

The Notice is self-explanatory and I am sending a copy of the same to the Oregon State Highway Commission at its office in Salem, Oregon, and also to L. O. Herrold, of 237½ North Liberty Street, Salem, Oregon.

I would be pleased if I could have your acknowledgement at your convenience.

Yours very sincerely,

Fred A. Williams,
Attorney for Claimant
P. O. Box 435
Salem, Oregon

faw/dh
encl. 1

Dallas, Oregon
JUNE
Twenty-First
1935

NOTICE OF CLAIM

To: OREGON STATE HIGHWAY COMMISSION Of Oregon
HON. H. B. GLAISYER, Secretary
Salem, Oregon

Oregon State Highway Commission
Contract No. 1572

Re: R.R. Turner vs. L.O. Herrold, et al

NOTICE IS HEREBY GIVEN that the undersigned, R. R. Turner, whose residence and post office address is Dallas, Oregon, has a claim for loss and property damage suffered to his passenger automobile, a 1931 5-passenger Graham, Motor No. 1007584, on May 19th, 1934, while driving the said automobile over that part of the public highway in Polk County, Oregon, between West Salem and Brunk's Corner of the Salem-Dallas highway, due to the negligence of L. O. Herrold, Contractor, in depositing irregular piles of rock on the highway, and leaving unsafe for automobile travel certain sections of the said above highway, particularly in West Salem, near Eola, in front of the old Patterson Ranch, and also near Brunk's Corner, which caused the said automobile to collide with the said rock piles and to collide with the unprotected grade and other needless obstructions in the highway, thereby cracking and breaking the crank case, permitting the oil to escape from the crank case, thereby "freezing" the engine, causing property damage in the sum of $200 against the bond taken from L. O. Herrold on contract No. 1572, of the Oregon State Highway Commission, of Oregon, by and between the Oregon State Highway Commission of Oregon, dated December 28th, 1933, which contract and bond are, in order to make definite and certain is by this reference made a part hereof, on which bond L. O. Herrold is principal and Fidelity and Deposit Company of Maryland is Surety, which contract covered the work of grading and bituminous-macadam surfacing of the Brunk's Corner-West Salem section of the Salem-Dallas highway in Polk County, Oregon.

That six months has not expired since the completion of the said contract, No. 1572, herein referred to, with an acceptance of the work by the affirmative action of the State of Oregon, and the Oregon State Highway Commission of Oregon.

IN WITNESS WHEREOF, I have hereunto set my hand and seal, this the 21st day of June, 1935.

R. R. TURNER (SEAL)
CLAIMANT

P. O. Address: Dallas, Oregon

FRED A. WILLIAMS
ATTORNEY FOR CLAIMANT
P. O. Box 435
Salem, Oregon

Dallas, Oregon
JUNE
TWENTY-FIRST
1935

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION OF OREGON
Hon. H. B. GLAISYER, Secretary
Salem, Oregon

Oregon State Highway Commission
Contract No. 1572

RE: R.R. Turner vs. L.O.Herrold, et al

NOTICE IS HEREBY GIVEN that the undersigned, R. R. Turner, whose residence and post office address is Dallas, Oregon, has a claim for loss and property damage suffered to his passenger automobile, a 1931 5-passenger Graham, Motor No. 1007584, on May 19th, 1934, while driving the said automobile over that part of the public highway in Polk County, Oregon, between West Salem and Brunk's Corner of the Salem-Dallas highway, due to the negligence of L. O. Herrold, Contractor, in depositing irregular piles of rock on the highway, and leaving unsafe for automobile travel certain section of the said above highway, particularly in West Salem, near Eola, in front of the old Patterson Ranch, and also near Brunk's Corner, which caused the said automobile to collide with the said rock piles and to collide with the unprotected grade and other needless obstructions in the highway, thereby cracking and breaking the crank case, permitting the oil to escape from the crank case, thereby "freezing" the engine, causing property damage in the sum of $200 against the bond taken from L. O. Herrold on contract No. 1572, of the Oregon State Highway Commission, of Oregon, by and between the Oregon State Highway Commission of Oregon, dated December 28th, 1933, which contract and bond are, in order to make definite and certain is by this reference made a part hereof, on which bond L. O. Herrold is principal and Fidelity and Deposit Company of Maryland is Surety, which contract covered the work of grading and bituminour-macadam surfacing of the Brunk's Corner-West Salem section of the Salem-Dallas highway in Polk County, Oregon.

That six months has not expired since the completion of the said contract, No. 1572, herein referred to, with an acceptance of the work by the affirmative action of the State of Oregon, and the Oregon State Highway Commission of Oregon.

IN WITNESS WHEREOF, I have hereunto set my hand and seal, this 21st day of June, 1935.

R. R. TURNER (Seal)
Claimant

P. O. Address: Dallas, Oregon

FRED A. WILLIAMS
Attorney for Claimant

P. O. Box 435
Salem, Oregon

#18

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 20, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher covering Oregon U.S.Public Works highway project NRS 18, Brunk's Corner-West Salem section of the Salem-Dallas Highway, which was received in this office June 1, 1935, and forwarded June 5.

There are numerous encroachments on the railroad as shown on the P.S.& E. plans, and apparently we have not been furnished with the right of way easements covering these encroachments. The payment of this final voucher is being withheld pending receipt of these easements and it is requested that they be furnished at your early convenience.

Very truly yours,

W. H. LYNCH
District Engineer

Caufield
L. J. CAUFIELD
Highway Engineer

R.O.W. dept. still working on this project
Ton

Finance & A/C
Bonds
Contractors Bonds

#1572

HRS-18

JUNE 8, 1935.

Mr. L. O. Herrold,
P. O. Box 120,
Salem, Oregon.

Dear Sir:

Attached hereto is a copy of a letter from Newport Construction Company to Mr. Earl Snell, Secretary of State, advising their claim against you has been paid in full.

I am today correcting our records to show this payment.

Very truly yours,

Secretary

HRG:FL
cc - Fidelity & Deposit Co. of Maryland
Clarence D. Porter, Agent
Failing Building,
Portland, Oregon.

Encl.1

19194 5M 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

JUNE 7, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Newport Construction Company,
Governor Building,
Portland, Oregon.

ATTENTION: Mr. Robt. Brooke, Secy.

Gentlemen:

This acknowledges receipt of carbon copy of your letter of June 5th directed to Mr. Earl Snell, Secretary of State, advising that contractor, L. O. Herrold has paid you in full for services rendered him in connection with his contract with the State Highway Commission, for the construction of the Brunk's Corner-West Salem section of the Salem-Dallas Highway in Polk County.

I wish to thank you for this information,

Yours very truly,

Secretary.

HBG:ED

office copy

#1572

June 7, 1935

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

I wish to thank you for your letter of June 6th enclosing a copy of a letter from the Newport Construction Company advising that their claim against L. O. Herrold for services rendered in connection with his contract for the construction of the Brunks Corner-West Salem Section of the Salem-Dallas Highway, has been satisfied.

Would you be so kind as to furnish us with another copy of the letter from the Newport Construction Company. It appears that a part of his letter was omitted from the copy you handed us.

Thanking you kindly, I remain

Very truly yours,

Secretary

HBG:OG

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

June 6, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

There is enclosed for your information, a copy of a letter from the Newport Construction Company advising that their notice of claim against the bond taken from L. O. Herrold for work on the Brunk's Corner-West Salem section of the Salem-Dallas Highway in Polk County, has been satisfied.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 1

COPY

NEWPORT CONSTRUCTION CO.
General Contractors
Governor Bldg., Portland, Ore.

June 5, 1935

Earl Snell, Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of May 14th to you regarding an unpaid balance due us from L. O. Herrold for work done an the Brunk's Corner-West Salem section of the Salem-Dallas Highway in Polk County.

section of the Salem-Dallas Highway in Polk County.

Yours very truly,

Newport Construction Co.

By Robt. Brooke, Secy.

Copies to Oregon State Highway Commission
Fidelity & Deposit Co. of Maryland

M. R. NEWPORT
GEN. SUPT.

H. R. NEWPORT
PRESIDENT-TREASURER

ROBT. BROOKE
SECRETARY

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
GOVERNOR BLDG. - PORTLAND, ORE.
PHONE ATWATER 5900

June 5, 1935

Earl Snell, Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of May 14th. to you regarding an unpaid balance due us from L.O. Herrold for work done on the Brunk's Corner-West Salem section of the Salem-Dallas Highway in Polk County.

Mr. Herrold made a settlement with us today.

Yours very truly,

Newport Construction Co.

By Robt Brooke, Secy.

Copies to Oregon State Highway Commission
Fidelity & Deposit Co. of Maryland

Jim
Note on card and file
Hgs

NOTED
H. B. GLAISY

Adm.
Bonds
Contractors

MRS 18

May 16, 1935

Fidelity & Deposit Co. of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by Newport Construction Company against the bond furnished by L. O. Herrold in connection with State Highway Contract #1572 covering construction work on the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County. This claim amounts to $216.71 and represents the work of distributing asphalt, handling mineral aggregate, etc., furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Very truly yours,

Secretary

OG
cc L. O. Herrold
241 N. Liberty Street
Salem, Oregon

May 16, 1935

Newport Construction Company
General Contractors
Governor Building
Portland, Oregon

Attention: Mr. Robt. Brooke,
Secretary

Gentlemen:

Receipt is acknowledged of the carbon copy of your notice to Earl Snell, Secretary of State, advising that you have a claim in the amount of $216.71 against L. O. Herrold for work of distributing asphalt, handling mineral aggregate, etc., in connection with the Brunk's Corner-West Salem Section of the Salem-Dallas Highway, Contract No. 1572.

We are today sending a copy of this notice to the surety company, and the contractor.

Very truly yours,

OG Secretary

cc L. O. Herrold
241 N. Liberty Street
Salem, Oregon

M. R. NEWPORT
GEN. SUPT.

H. R. NEWPORT
PRESIDENT-TREASURER

ROBT. BROOKE
SECRETARY

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
GOVERNOR BLDG. - PORTLAND, ORE.
PHONE ATWATER 5900

May 14,1935

Earl Snell,Secretary of State,
State of Oregon,
Salem,Oregon.

Dear Sir:

Notice is hereby given that the undersigned Newport Construction Company has a claim for balance unpaid in the sum of Two hundred,sixteen dollars and seventy one cents against the bond taken from L.O. Herrold and Fidelity & Deposit Co.of Maryland for the work of distributing asphalt,handling mineral aggregate, etc.on the West Salem-Brunk's Corner section of the Salem-Dallas Highway in Polk County.

Newport Construction Company

By Robt. Brooke, Secy.

Copies to

Oregon State Highway Commission
Fidelity & Deposit Co.of Maryland

Adm.
Bonds
Contractors

#1572

xRS 18

May 16, 1935

Honorable Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of May 15th with attached copies of notice of claim which has been filed by the Newport Construction Company against the bond taken from L. O. Herrold in connection with State Highway Contract #1572 which was awarded to Mr. Herrold for work on the West Salem-Brunks Corner Section of the Salem-Dallas Highway.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Yours very truly,

OG

Secretary

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 16

May 15, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Newport Construction Company for $216.71 against the bond taken from L. O. Herrold, principal, and Fidelith & Deposit Company of Maryland, surety, for work on the West Salem-Brunk's Corner Section of the Salem-Dallas Highway.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc.3

COPY

NEWPORT CONSTRUCTION CO.

General Contractors
Governor Bldg. - Portland, Ore.
Phone Atwater 5900

May 14, 1935

Earl Snell, Secretary of State,
State of Oregon,

Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned Newport Construction Company has a claim for balance unpaid in the sum of Two hundred, sixteen dollars and seventy one cents against the bond taken from L. O. Herrold and Fidelity & Deposit Co. of Maryland for the work of distributing asphalt, handling mineral aggregate, etc. on the West Salem-Brunk's Corner section of the Salem-Dallas Highway in Polk County.

Newport Construction Company

By Robt Brooke Secy.

Copies to

Oregon State Highway Commission
Fidelity & Deposit Co. of Maryland

Endorsed: File No. 2477
Filed May 15, 1935
EARL SNELL
Secretary of State

COPY

NEWPORT CONSTRUCTION CO.

General Contractors
Governor Bldg. - Portland, Ore.
Phone Atwater 5900

May 14, 1935

Earl Snell, Secretary of State,
State of Oregon,

Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned Newport Construction Company has a claim for balance unpaid in the sum of Two hundred, sixteen dollars and seventy one cents against the bond taken from L. O. Herrold and Fidelity & Deposit Co. of Maryland for the work of distributing asphalt, handling mineral aggregate, etc. on the West Salem-Brunk's Corner section of the Salem-Dallas Highway in Polk County.

Newport Construction Company

By Robt Brooke Secy.

Copies to

Oregon State Highway Commission
Fidelity & Deposit Co. of Maryland

Endorsed: File No. 2477
Filed May 15, 1935
EARL SNELL
Secretary of State

Adm.
Bonds
Contractors

#1572

nRS18

May 11, 1935

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1572 for the construction of the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County has been completed by the contractor, L. O. Herrold, and that final settlement will be made by the State with said contractor for work done under said contract on or after May 21, 1935.

The State has been advised of the following claims against this contract: A. L. Holterman and Ellis Laird for labor and rental, $343.35; Newport Construction Company, for labor and material, amount not stated.

You are advised that the State assumes no responsibility for the above claims or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $153,290.46 including the final payment. Of this amount $4,834.86 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon NRS 18

POST OFFICE BUILDING
PORTLAND, OREGON

May 6, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jom

Hwys 19320

Oregon U. S. Public Works
Project No. NRS 18.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 19, 1934, by the Oregon State Highway Commission, and on May 15, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works Project No. NRS 18; and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said project be increased from $130,000.00 to $146,472.14:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred forty-six thousand, four hundred seventy-two and 14/100 dollars ($146,472.14) as the share of the United States payable under said act on account of said project, which is the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred forty-six thousand, four hundred seventy-two and 14/100 dollars ($146,472.14), certified to the

> Secretary of the Treasury as above mentioned, which is the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 11th day of April, 1935, and the Secretary of Agriculture on the 24th day of April, 1935.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By Carl Washburn
Member, State Highway Commission.

Secretary of Agriculture

By P St. Wilson
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works
Project No. NRS 18.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks. Project No. NRS 18, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 146,472.14 in lieu of the $130,000.00 approved by Certificate of May 15, 1934, as the total estimated cost of said project, and the sum of $ 146,472.14 / as the share of the United States, payable under said acts on account of such project, which [illegible] is pro rata share of said total estimated cost.

Done at the city of Washington, this 24th day of April one thousand nine hundred and thirty-five

Secretary of Agriculture,

By [illegible]
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 S 4839

#1572

NIRS 18

April 10, 1935

Fidelity & Deposit Company of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Dear Sir:

A few days ago you phoned me and requested that further payments to L. O. Herrold in connection with his contract No. 1572 for the construction of the West Salem-Brunks Corner Section of the Salem-Dallas Highway, be held up pending further advice from the surety. I gave instructions to the Auditor accordingly.

I am now advised that the warrant covering the semi-final payment is ready to be mailed to Mr. Herrold. The question has arisen as to whether you still wish us to retain this check, or will it be satisfactory to release it to Mr. Herrold. Will you please advise by return mail?

In this connection I wish to advise that we have an inquiry from Newport Construction Company which subcontracted the oiling work on this project, which indicates that Mr. Herrold has not yet paid them for their part of the work. I have no idea as to the amount of their claim.

Very truly yours,

Secretary

HBG:OG

APR 10 35

#1572

NRS-18

April 9, 1935

Newport Construction Company
General Contractors
Governor Building
Portland, Oregon

Attention: Mr. Robt. Brooke, Secretary

Gentlemen:

Replying to yours of April 8th inquiring as to whether or not L. O. Herrold has received final settlement for his West Salem-Brunk's Corner contract, I wish to say that he has not yet received final payment for this job. Indications are that this payment will be made in about thirty days.

I am enclosing a mimeographed copy of Chapter 280, Oregon Laws, 1931, relating to the filing of claims against contractors on public work. You will note that a claim must be filed with the Secretary of State prior to the expiration of a period of six months from the date of completion of the project and acceptance on the part of the State Highway Commission, in order to hold the bond responsible and liable for the payment of the claim. According to our records this job was completed on November 15, 1934, and was accepted by formal action of the State Highway Commission on December 31, 1934.

Very truly yours,

HBG:OG

Secretary

encl.

NEWPORT
RESIDENT-TREASURER

ROBT. BROOKE
SECRETARY

M. R. NEWPORT
SUPERINTENDENT

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
GOVERNOR BLDG. - PORTLAND, ORE.

April 8,1935

S.H.Probert,Office Engineer,
State Highway Department,
Salem,Oregon.

Dear Sir:

We would like to know if L.O.Herrold has been given his final estimate on the West Salem-Brunk's Corner Work. He does not answer our letters.

Kindly inform us what proceedure to follow in filing a clain with the State and the bonding company for work done as a sub-contractor,and oblige

Yours very truly,
Newport Construction Co.
By Robt Brooke Secy.

#1572

NHS-18

April 4, 1935

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of April 2 enclosing copies of notice of claim filed in your office by A. L. Halterman and Ellis Laird against L. O. Herrold in connection with the highway contract awarded to him for the grading and bituminous macadam of the Brunks Corner-West Salem Section of the Salem-Dallas Highway in Polk County, State Highway Contract No. 1572; said claim being in the sum of $343.35.

We are today notifying the contractor and the surety on his bond that this claim has been filed and are also sending them copies of the notice.

Very truly yours,

Secretary

AJ

April 4, 1935

Fidelity & Deposit Company of Maryland
c/o Clarence D. Porter
Failing Building
Portland, Oregon

Gentlemen:

We are handing you copy of notice of claim that has been filed in the Secretary of State's office by A. L. Halterman & Ellis Laird against L. O. Harrold in connection with his highway contract for the construction of the Brunks Corner-West Salem Section of the Salem-Dallas Highway in Polk County, being State Highway Contract No. 1572.

The claim is in the sum of $343.55 and is for labor performed, and rental, supplies and materials furnished for the above project.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours,

Secretary

AJ

cc L. O. Harrold
241 N. Liberty St.
Salem, Oregon

Hon. Earl Snell,
Secretary of State,
Salem, Oregon;

Mr. L. O. Herrold, Contractor,
Salem, Oregon;

Fidelity & Deposit Company
of Maryland, Surety;
c/o Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

NOTICE OF CLAIM

for $343.35
of
A. L. HALTERMAN & ELLIS LAIRD
Sub-contractors
under
State Highway Contract #1572

NOTICE IS HEREBY GIVEN that the undersigned, A. L. HALTERMAN & ELLIS LAIRD, having their principal office at R. F. D. # 7 Box 132, at Salem in Marion County, State of Oregon, have a claim for labor performed, rental, supplies and materials furnished in the prosecution of their work in crushing rock and stocking it in bunkers under their sub-contract with L. O. Herrold for the construction of the West Salem-Brunks' Corners section of the Salem-Dallas Highway designated as Project 27PG NRS18 Job No. 1572 of the State Highway Department, in the sum of Three Hundred Forty-three and 35/100 Dollars, against the bond taken from L. O. Herrold as principal and the said Fidelity & Deposit Company of Maryland, as surety, for the work of constructing the West Salem-Brunks' Corners section of the Salem-Dallas Highway, concerning which said bond was taken;

That an invoice for said labor, rental, supplies and materials is attached hereto and made a part of this claim;

That no part of said $343.35 has been paid by said contractor and that there are no just offsets or credits.

Dated this First day of April, 1935.

A. L. HALTERMAN & ELLIS LAIRD

By A. L. HALTERMAN

By ELLIS LAIRD

Endorsed: File No. 2476
Filed April 2, 1935
EARL SNELL
Secretary of State

Statement of A. L. Halterman & Ellis Laird Account with L. O. Herrold under their sub-contract relative to the construction of West Salem-Brunks' Corners section of the Salem-Dallas Highway, Job No. 1572.

Accounts paid by L. O. Herrold
as directed:

Balser Machinery Co..........	$ 4094.22
Building Supply Co..........	12.67
Capital Junk & Machinery Co.	46.00
City Ice Works..............	360.00
Columbia Steel Casting Co...	280.05
J. W. Copeland Yards........	27.00
Farmer Hardware Co..........	79.42
Gabriel Powder & Supply Co..	1205.10
Gerlinger Machine Shops.....	2.50
Gordon & Finkbeiner Co......	30.25
L. O. Herrold...............	53.50
Hesse-Ersted Iron Works.....	50.00
Harry Holt..................	40.00
Howard Cooper Corporation...	19.40
Chas Hoyt...................	200.00
Ind. Accident Commission....	426.53
Ira Jorgensen...............	27.63
Larmer Transfer Co..........	270.17
Northwest Roads Co..........	24.10
Salem Iron Works............	389.46
Salem Sand & Gravel Co......	255.52
Salem Steel & Supply Co.....	33.45
State Bureau of Labor.......	7.00
Union Oil Company...........	645.43
Valley Motor Co.............	250.00
Willamette Valley Lumber Co.	181.68
Miscellaneous Repairs and Expense.......	180.70
Labor.......................	5032.13
BALANCE DUE.................	343.35
	14567.26

Crushed rock delivered
to L. O. Herrold at bunkers
as per contract:

18941 cu yds for Job 1572	
180 cu yds for N.Capitol St.	
257½ cu yds Miscellaneous	
2188½ cu yds for Paving Plant	
21567 cu yds @ 67¢...	$14449.81**
5 Gal. Oil...........	1.22
Halterman and Laird Accident Ins. (error).	.18
Rental on Compressor 3 weeks @ $25.........	75.00
Rental on Water Tank 6 months @ $5.00......	30.00
4 Street Brooms @ $1.	4.00
4 Picks @ $1.25.......	5.00
2 Shovels @ 75¢....... 1 Shovel @ 55¢.......)	2.05
	14567.26
Balance due	$ 343.35

* * (Total is off 8¢ to balance with daily reports a/c variation on half yards)

Endorsed: File No. 2476
Filed April 2, 1935
EARL SNELL
Secretary of State

Geo. H. Flagg,
Chief Deputy

Earl Snell
Secretary of State
Salem, Oregon

RECEIVED
APR 4 1935
OREGON
STATE HIGHWAY COMMISSION

April 2, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by A. L. Halterman and Ellis Laird for $343.35 against the bond taken from L. O. Herrold, principal, and Fidelith & Deposit Company of Maryland, surety, for work on the West Salem-Brunks' Corners section of the Salem-Dallas Highway.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs.3

VRS-18

April 4, 1935

Mr. Clarence D. Porter
Failing Building
Portland, Oregon

Dear Sir:

Replying to your letter of April 2 concerning claims on file in the office of the State Highway Commission against the L. O. Herrold contract for the construction of the Brunks Corner-West Salem Section of the Salem-Dallas Highway in Polk County, wish to advise as follows:

Halterman & Laird, subcontractors.........$343.35
    Balance for labor and materials furnished
Salem Iron Works for services rendered
    Amount not stated. I was advised of this claim by telephone. The claimant intends to file a statement later on
Mr. Turner, Dallas, for damage to his car
    which was wrecked on this road due to alleged carelessness on part of contractor
Balzer Machinery Co. and Pacific Finance Co.
    against Halterman & Laird, subcontractors, for equipment rental. Amount not stated. I have since been advised that this claim has been paid
Columbia Steel Co..........................191.31
    We have notice from the claimant that the claim has been paid.

The above is a complete record of claims filed against this job.

Very truly yours,

Secretary

HBG:AJ

April 4, 1935

H. B. Glaisyer:

Re L. O. Herrold Cont. #1572 -

Claims on file are as follows:

Halterman & Laird, Subs. $343.35 for labor and material furnished.

Salem Iron Works for material, amount unknown (You told me about this claim)

Turner, Dallas. Claim in amount of approximately $100.00 for damages. (Filed thru Devers office)

In addition to the above we have been advised of the following claims which have been paid:

Nov, 15, 1934 @ Balzar Machinery Co. & Pacific Finance Co. against Halterman & Laird, Subs. for equipment rental, amount not stated. On Dec, 1, 1934 they advised that this claim had been settled.

Jan, 12, 1935 - Claim of Columbia Steel Co. in amount $191.31 for material furnished. On Feb, 15, 1935 they advised that their claim had been settled.

I know of no other claims at this time.

J. McFarland.

DEPARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

APRIL SECOND,
1935.

Mr. H.B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

RE: L.O. Herrold, Contract #1572,
Brunk's Corner-West Salem
Section of the Salem-Dallas
Highway

Referring to your letter of April 30th. Please advise me if any claims have been filed against this contract.

Very truly yours,

Clarence D Porter

Clarence D. Porter,
Manager.

CDP/
DC

Jim:
give me a list of claims
HBG

#1572

NRS18

April 3, 1935

Fidelity and Deposit Company of Maryland
c/o Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

For your information, there has been filed in the office of the State Highway Commission a notice of claim by A. L. Halterman and Ellis Laird against Mr. L. O. Herrold for labor and supplies furnished Mr. Herrold in connection with contract No. 1572 which was awarded to him by the State Highway Commission for construction work on the West Salem-Brunks' Corner Section of the Salem-Dallas Highway. This claim is in the sum of $343.35.

This information is given you as you appear as surety on the bond furnished by Mr. Herrold in connection with this contract.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - L. O. Herrold
241 No. Liberty St.,
Salem, Oregon

April 8, 1935

A. L. Halterman & Ellis Laird
R.F.D. #7, Box 132
Salem, Oregon

Gentlemen:

This acknowledges receipt of your letter of April 1 enclosing copy of your notice of claim against Contractor L. O. Herrold for services and supplies furnished Mr. Herrold in connection with State Highway Contract No. 1572 covering construction work on the West Salem-Brunks' Corner Section of the Salem-Dallas Highway.

I am bringing this matter to the attention of the contractor and to the surety on his bond.

Yours very truly,

HBG:MC

Secretary

April 1st,1935.

State Highway Commission,
Salem,Oregon.

Gentlemen:

We are enclosing a copy of our notice of claim for $343.35 filed in the office of the Secretary of State against the bond of the Fidelity & Deposit Company of Maryland,surety for L.O.Herrold,contractor with the State Highway Commission for the improvement of West Salem-Brunks'Corners section of the Salem-Dallas Highway under contract No.1572.

Respectfully yours,

A.L.Halterman & Ellis Laird

By Ellis Laird

R.F.D.#7 Box 132
Salem,Oregon.

By [illegible]
By Ellis Laird

Copy.

Hon.Earl Snell,
Secretary of State,
Salem,Oregon;

Mr.L.O.Herrold,Contractor,
Salem,Oregon;

Fidelity & Deposit Company
of Maryland,Surety;
c/o Clarence D.Porter,Agent,
Failing Building,
Portland,Oregon.

NOTICE OF CLAIM

for $343.35
of
A.L.HALTERMAN & ELLIS LAIRD
sub-contractors
under
State Highway Contract #1572

NOTICE IS HEREBY GIVEN that the undersigned,A.L.HALTERMAN & ELLIS LAIRD,having their principal office at R.F.D.#7 Box 132, at Salem in Marion County,State of Oregon,have a claim for labor performed,rental,supplies and materials furnished in the prosecution of their work in crushing rock and stocking it in bunkers under their sub-contract with L.O.Herrold for the construction of the West Salem-Brunks'Corners section of the Salem-Dallas Highway designated as Project 27PG NRS18 Job No.1572 of the State Highway Department,in the sum of Three Hundred Forty-three and 35/100 Dollars,against the bond taken from L.O.Herrold as principal and the said Fidelity & Deposit Company of Maryland, as surety,for the work of constructing the West Salem-Brunks' Corners section of the Salem-Dallas Highway,concerning which said bond was taken;

That an invoice for said labor,rental,supplies and materials is attached hereto and made a part of this claim;

That no part of said $343.35 has been paid by said contractor and that there are no just offsets or credits.

Dated this First day of April,1935.

A.L.HALTERMAN & ELLIS LAIRD
By A L Halterman
By Ellis Laird

Statement of A.L.Halterman & Ellis Laird Account with L.O.Herrold under their sub-contract relative to the construction of West Salem-Brunks'Corners section of the Salem-Dallas Highway, Job No.1572.

Accounts paid by L.O.Herrold as directed:

Balzer Machinery Co...........	4094.22
Building Supply Co..........	12.67
Capital Junk & Machinery Co.	46.00
City Ice Works..............	360.00
Columbia Steel Casting Co...	280.05
J . W.Copeland Yards........	27.00
Farmer Hardware Co..........	79.42
Gabriel Powder & Supply Co..	1205.10
Gerlinger Machine Shops.....	2.50
Gordon & Finkbeiner Co......	30.25
L.O .Herrold................	53.50
Hess e-Ersted Iron Works....	50.00
Harry Holt..................	40.00
Howard Cooper Corporation...	19.40
Chas Hoyt...................	200.00
Ind.Accident Commission.....	426.53
Ira Jorgenson...............	27.63
Larmer Transfer Co..........	270.17
Northwest Roads Co..........	24.10
Salem Iron Works............	389.46
Salem Sand & Gravel Co......	255.52
Salem Steel & Supply Co.....	33.45
Sta te Bureau of labor......	7.00
Union Oil Company...........	645.43
Valley Motor Co.............	250.00
Willamette Valley Lumber Co.	181.68
Miscellaneous Repairs and Expense.......	180.70
Labor.......................	5032.13
BALANCE DUE.................	343.35
	14567.26

Crushed rock delivered to L.O.Herrold at bunkers as per contract:

18941 cu yds for Job 1572
180 cu yds for N.Capitol St.
257½ cu yds Miscellaneous
2188½ cu yds for Paving Plant

21567 cu yds @ 67¢...	$14449.81 **
5 Gal.Oil............	1.22
Halterman and Laird Accident Ins.(error).	.18
Rental on Compressor 3 weeks @ $25.......	75.00
Rental on Water Tank 6 months @ $5.00....	30.00
4 Street Brooms @ $1.	4.00
4 Picks @ $1.25......	5.00
2 Shovels @ 75¢...... 1 Shovel @ 55¢......	2.05
	14567.26
Balance due	$ 343.35

* *(Total is off 3¢ to balance with daily reports a/c variation on half yards)

March 18, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the Brunks Corner-West Salem Section, Project No. NRS 18.

To utilize a portion of the unobligated balance of NRS funds, it is our request that the project agreement be modified to increase the present allotment of NRS Funds of $130,000.00 to $146,472.14.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

#1572

H 1572

February 18, 1935

Fidelity & Deposit Co. of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

I am enclosing for your information a copy of a letter directed to the Secretary of State by the Columbia Steel Casting Company of Portland, advising that their claim against L. O. Herrold in connection with his contract with the State Highway Commission for the construction of the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County, has been satisfied.

This information is given you since our records show that you are surety on the bond furnished by Mr. Herrold in connection with this job. I am correcting the records of the Highway Commission accordingly.

Very truly yours,

Secretary

HBG:OG
encl.

cc L. O. Herrold

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

#1572

February 13, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon.

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information and files a copy of a letter from the Columbia Steel Casting Company advising that their claim against the bond taken from L. O. Herrold, principal, and Fidelity & Deposit Company of Maryland, surety, has been satisfied.

Yours very truly,

Earl Snell

Secretary of State

[illegible]
Enc. 1

COPY

COLUMBIA STEEL CASTING COMPANY
Manufacturer of
Mild, Manganese, and alloyed steel castings

373 N. E. Johnson Street
Portland, Oregon

February 12, 1935

The Hon. Earl Snell
Secretary of State
Salem, Oregon

Re: Notice of our claim
under State Highway
Contract #1572

Dear Sir:

Please be advised that we have received $191.31 in full payment of our claim against Mr. L. O. Herrold, Messrs. A. L. Halterman and Willis Laird of Salem, Oregon.

We therefore are withdrawing our claim against the bond of the Fidelity & Deposit Co. of Maryland, surety for L. O. Herrold, contractor with the State Highway Commission under Contract #1572.

Very truly yours,

COLUMBIA STEEL CASTING CO.

By: L. R. Regez

LRR:LB

Cashier

#1572
Polk

NR 5-18

February 8, 1935

Mr. Clarence D. Porter, Manager,
Fidelity & Deposit Company of Maryland,
Failing Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of February 7th concerning the L. O. Herrold Contract No. 1572 - Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County.

Please be advised that this contract was completed on November 15, 1934 and was accepted on December 31, 1934. The total amount paid the contractor to date is $144,516.74. The retained percentage is $9,986.64.

Very truly yours,

Secretary.

Dict. by J. McFarland.

DE RTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

FEBRUARY SEVENTH,

1935.

Mr. H.B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: #3774900-A, I.O. Herrold,
Contract #1572, Grad. Bit.
Mac. Brunk's Cor. W.Salem
Oregon Sec. Salem Dallas
Hwy in Polk Co.

Dear Sir:

Please give us the following information in connection with the above contract:

Has contract been completed and accepted?
If so, date?
Amount paid contractor to date?
Amount retained?
If work not completed, is it progressing satisfactorily?
Probable date of completion?

Very truly yours,

Clarence D Porter

Clarence D. Porter,
Manager.

DC

[illegible] - $144,516.74
Retd - $9,986.24

#1572

NRS-18

January 15, 1935

Mr. Clarence D. Porter, Agent
Fidelity & Deposit Company of Maryland
Failing Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Columbia Steel Casting Company against the bond furnished by L. O. Herrold in connection with State Highway Contract 1572 covering the Brunk's Corner-West Salem grading and bituminous macadam construction. This claim amounts to $191.31 and represents labor and materials furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Verytruly yours,

HBG:OG
encl.

Secretary.

cc L. O. Herrold
241 N. Liberty Street
Salem, Oregon

January 15, 1935

Hon. Earl Snell
Secretary of State
Capitol Building

Dear Sir:

This acknowledges receipt of your letter of January 12th with attached copies of notice of claim which has been filed by Columbia Steel Casting Company against the bond taken from L. O. Herrold in connection with State Highway Contract 1572 which was awarded to Mr. Herrold for the Brunk's Corner-West Salem grading and bituminous macadam.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:OG

Secretary

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 12, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed with this letter, three copies of a notice of claim by Columbia Steel Casting Company for $191.31 against the bond taken from L. O. Herrold, principal, and Fidelity & Deposit Company of Maryland, surety, for work on the West Salem-Brunk's Corners Section of the Salem-Dallas Highway, which was forwarded to this office by Estes Snedecor, Spalding Building, Portland, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

HM
encs. 3

Hon. Earl Snell,
Secretary of State,
Salem, Oregon;

Mr. L. O. Herrold, Contractor
Salem, Oregon;

Messrs. A. L. Halterman and
Ellis Laird, sub-contractors,
Salem, Oregon;

Fidelity & Deposit Company of
Maryland, Surety
c/o Clarence D. Porter, agent,
Failing Building,
Portland, Oregon.

President

NOTICE OF CLAIM
for $191.31
of
Columbia Steel Casting Co.
under
State Highway Contract No. 1572

NOTICE IS HEREBY GIVEN that the undersigned, COLUMBIA STEEL CASTING CO., a corporation duly organized and existing under the laws of the State of Oregon, having its principal office at Portland in Multnomah County, Oregon, has a claim for labor performed and materials and repairs furnished in the form of a set of rock crusher jaws and a build-up of the cheek plates for said jaws on a portable rock crusher used by A. L. Halterman and Ellis Laird, sub-contractors, in the prosecution of their work in crushing rock and stocking it in bunkers and ends under their sub-contract with L. O. Herrold for the construction of the West Salem-Brunk's Corners section of the Salem-Dallas Highway designated as project 27PG NRS 18 Job No. 1572 of the State Highway Department, in the sum of $191.31 against the bond taken from L. O. Herrold as principle and the Fidelity & Deposit Company of Maryland, as surety, for the work of constructing the West Salem-Brunk's Corners section of the Salem-Dallas Highway, concerning which said bond was taken.

That the rock crusher jaws so furnished and the build up of the cheek plates with manganese steel, were consumed and worn out in the crushing of the rock for said highway work, being in continuous use on said work from the latter part of March, 1934 to the latter part of September, 1934. That an invoice for said labor, materials and repairs is attached hereto and made a part of this claim. That no part of said $191.31 has been paid by said sub-contractors and that there are no just offsets or credits.

Dated at Portland, Oregon, this 11th day of January, 1935.

COLUMBIA STEEL CASTING COMPANY

By A. M. CLARK
President

ENDORSED: file # 2489
Filed: Jan. 12, 1935
EARL SNELL, Secretary of State.

#1572

NRS-18

January 14, 1935

Fidelity & Deposit Co. of Maryland
Clarence D. Porter, Manager
Failing Building
Portland, Oregon

Gentlemen:

We are enclosing a copy of notice of claim which has been filed by the Columbia Steel Casting Company against the bond furnished by L. O. Herrold in connection with State Highway Contract No. 1572 covering construction work on the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County. This claim amounts to $191.31 and represents labor, material and repairs furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - L. O. Herrold,
241 No. Liberty St.,
Salem, Oregon

January 14, 1935

Mr. Estes Snedecor
Attorney at Law
Spalding Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 11 transmitting a copy of the notice of claim which has been filed by the Columbia Steel Casting Company against the bond furnished by L. O. Herrold in connection with State Highway Contract No. 1572 covering construction of the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County.

We are noting this claim in our records of this job and are also notifying the surety a nd the contractor that same has been filed in this office.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

ESTES SNEDECOR
ATTORNEY AT LAW
SPALDING BUILDING
PORTLAND, OREGON

January 11, 1935

State Highway Commission,
Salem, Oregon.

Gentlemen:

I am transmitting herewith a copy of the notice of claim of Columbia Steel Casting Co. for $191.31/filed in the office of the Secretary of State against the bond of the Fidelity & Deposit Company of Maryland, surety for L. O. Herrold, contractor with the State Highway Commission under contract No. 1572.

Very truly yours,

Estes Snedecor
Estes Snedecor

ES:KEM

ESTES SNEDECOR
ATTORNEY AT LAW
1214 Spalding Building
PORTLAND, OREGON

January 11, 1935

COPY

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

Pursuant to Section 67-1101 Oregon Code 1930, as amended by Chapter 280 of Oregon Laws 1931, the Columbia Steel Casting Co. of Portland, Oregon, hereby files with you its claim for $191.31 against the bond of the Fidelity & Deposit Company of Maryland, surety for L. O. Herrold, contractor with the State Highway Commission under contract No. 1572.

Kindly acknowledge receipt, and oblige

Very truly yours,

ES:KCM

Estes Snedecor

Hon. Earl Snell,
Secretary of State,
Salem, Oregon;

Mr. L. O. Herrold, Contractor
Salem, Oregon;

Messrs. A. L. Halterman and
Ellis Laird, sub-contractors,
Salem, Oregon;

Fidelity & Deposit Company of
Maryland, Surety
c/o Clarence D. Porter, agent,
Failing Building,
Portland, Oregon.

NOTICE OF CLAIM
for $191.31
of
Columbia Steel Casting Co.
under
State Highway Contract No. 1572

NOTICE IS HEREBY GIVEN that the undersigned, COLUMBIA STEEL CASTING CO., a corporation duly organized and existing under the laws of the State of Oregon, having its principal office at Portland in Multnomah County, Oregon, has a claim for labor performed and materials and repairs furnished in the form of a set of rock crusher jaws and a build-up of the cheek plates for said jaws on a portable rock crusher used by A. L. Halterman and Ellis Laird, sub-contractors, in the prosecution of their work in crushing rock and stocking it in bunkers and ends under their sub-contract with L. O. Herrold for the construction of the West Salem-Brunk's Corners section of the Salem-Dallas Highway designated as project 27PG NRS 15 Job No. 1572 of the State Highway Department, in the sum of $191.31 against the bond taken from L. O. Herrold as principle and the Fidelity&Deposit Company of Maryland, as surety, for the work of constructing the West Salem - Brunk's Corners section of the Salem-Dallas Highway, concerning which said bond was taken.

That the rock crusher jaws so furnished and the build up of the cheek plates with manganese steel, were consumed and worn out in the crushing of the rock for said highway work, being in continuous use on said work from the latter part of March, 1934 to the latter part of September, 1934. That an invoice for said labor, materials and repairs is attached hereto and made a part of this claim. That no part of said $191.31 has been paid by said sub-contractors and that there are no just offsets or credits.

Dated at Portland, Oregon, this 11th day of January, 1935.

COLUMBIA STEEL CASTING COMPANY
By [illegible] Clark
President

RH BALDOCK

Cost Data to Dec. 15, 1934 Dec. 29, 1934

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 29, 1934

Section Brunk's Corner - West Salem

Kind of work Grading & Bit. Macadam

Highway Salem - Dallas

Section prefix 27PG NRS-18

Contractor L. O. Herrold

Contract number 1572

Date of contract December 28, 1933

Date of completion September 30, 1934

Date work started January 8, 1934

Estimated date of completion ______, 193__

Amount of contract $133,156.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $161,465.78

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering costs to date, $16,016.00, 9.92 %

Date project was completed November 15, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Field party of three men located old Marion County Quarry site; on State property on the Pringle Road, Market Road No. 25; took X sections and drilled holes to find top of rock ledge Wednesday 12/26/34 and Thursday 12/27. On 12/28 a map was made and X sections plotted. One man 1/2 day drilling holes.

Notified by Mr. Eason 12/29/34 to check up on the drainage on South 12th. Street extension which is being done.

H. E. Barrett, Concrete Inspector; John Barker, Chainman and Christian Floer, Chainman, were notified that they will be laid off Dec. 31st. 1934. W. H. Kellogg, Material Inspector, who is setting R/W posts will be retained until this work is completed.

DEC 3[illegible] 1934

Signed ______

Address Res. Constr. Eng'r. Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Rock Base [illegible]

R H BALDOCK

16

Cost Data to Dec. 15, 1934 Dec.29, 1934

Salem Dallas Highway, Bru[illegible]s [illegible]rner West Salem Section, G[illegible]in[illegible]and Bituminous Macadam Contract 1572 Pr[illegible]x [illegible].PG

John H.Neff R[illegible] E[illegible]gineer
W.H.Stewart Oiling Engineer
L.O.Herrold Contractor

	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clear and Grub	937.04	100%			800.00
Excavation Single Class	30050.46	84300 cu yds	0.36	0.27	22761.00
Overhaul	2060.40	68000 yd st	0.03	0.02	1360.00
Truck Haul	10324.43	40480 yd mi	0.26	0.15	6072.00
Gravel Barrow	32014.05	38857 cu yds	0.834	0.70	27199.90
Pavement Removal	3793.35	12230 sq yds	0.31	0.35	4280.50
12" Corrugated Pipe	1018.00	796 li ft	1.28	1.25	995.00
18" " "	478.73	302 " "	1.58	1.75	528.50
8" Concrete Pipe	791.19	1297 " "	0.61	0.60	778.20
12" " "	2035.66	2032 " "	1.00	1.00	2032.00
18" " "	69.30	30 " "	2.31	1.85	55.50
24" " "	274.54	93 " "	2.95	2.75	255.75
30" " "	484.26	105 " "	4.61	4.00	420.00
36" " "	348.56	57 " "	6.11	6.00	342.00
Move 8"& 12" "	528.25	1500 " "	0.35	0.50	750.00
Move 36" "	58.46	12 " "	4.87	0.50	6.00
Catch Basins	166.20	12 only	13.85	30.00	360.00
Class "C" Concrete	1756.07	136 cu yds	13.00	14.00	1904.00
Extra PA @ $4.00		13 " "		4.00	52.00
Extra PA @ $2.50		118 " "	XXXXX	2.50	295.00
Dry Rubble Masonry	209.52	36 cu yds	4.28	12.00	432.00
Rock Sidewalk	475.64	188 " "	2.53	2.25	423.00
Concrete Sidewalk	1169.83	931 sq yds	1.25	1.85	1722.35
Conc Curb & Gutter	2298.24	3024 li ft	0.71	0.75	2268.00
Conc Drive Apron	906.13	514 sq yds	1.76	2.25	1156.50
Conc Street Turnouts	903.80	405 sq yds	2.23	2.50	1012.50
Rock Base	26359.14	13688 cu yds	1.92	1.50	20532.00

,15 1934 Dec.29 34

Dallas Highway, Brunks Corner West Salem Section Grading and Bituminous Macadam
Contract 1572, Prefix 27 PG.

	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Rock Shoulders	6501.99	3553 cu yds	1.83	1.60	5684.80
Rock Dust Filler	1279.17	669 " "	1.91	1.00	669.00
Water	2417.41	846 M gal	2.88	2.50	2115.00
Prepare Base	1832.40	5.4 mi	355.94	440.00	2376.00
Furnish Aggregate	22374.00	8495 cu yds	2.63	2.40	20588.00
Grade "E" Asphalt placed	12218.52	466 tons	26.22	30.00	13984.80
Light Cut Back placed	1599.50	70 "	22.85	37.00	2590.00
Metal Reinforcing PA	711.16	15460 lbs	0.046	0.056	865.76
Gravel Back Fill PA	223.65	248.5 cu yds	0.90	1.00	248.50
Earth Filler PA	482.90	1010 cu yds	0.48	0.50	505.00
Other PA work	1185.50				1272.28
Force Work by Contractor	4433.25				4569.42
	174770.70				154262.27

Total Cost	174770.70
Gross Earned	154262.27
Net Loss	20508.43

Net Loss equals 13.4% of Gross Earnings

1934

Dec.29 34

Dallas Highway, Brunk's Corner West Salem Section, Grading & Bituminous Macadam
Contract 1372, Prefix 27 PG

Labor						
Labor					56568.68	
Supervision					5317.69	
State Ind Acc Insurance					2533.24	64419.71
Materials						
12"Corrugated Pipe	796	li ft	@	0.747	594.61	
18" " "	302	" "	@	1.00	302.00	
12" Conc Pipe	2032	" "	@	0.64	1300.48	
8" " "	1297	" "	@	0.36	466.92	
18" " "	30	" "	@	1.50	45.00	
24" " "	93	" "	@	2.12	197.16	
30" " "	105	" "	@	3.17	332.85	
36" " "	57	" "	@	4.95	282.15	
Catch Basin tops	12	only	@	8.00	96.00	
8" Corrug Perforated Pipe	376	li ft	@	0.396	148.93	
8" " "T"	3		@	4.64	13.93	
8" " Bands	32	only	@	0.89	28.48	
8" Drain Tile Concrete	283	li ft	@	0.12	33.96	
Concrete Sand	235	cu yds	@	1.60	376.00	
Concrete Gravel	335	" "	@	1.30	435.50	
Crushed Rock 1¼" to 0	17241	" "	@	0.966	16654.81	
Crushed Rock From O.G.Co	295	" "	@	0.75	221.25	
Crusher Dust ¼ to 0	669	" "	@	0.966	646.29	
Gravel Barrow from SP Pit	33348	" "	@	0.11	3668.28	
" " " Digger	5509	" "	@	0.25	1377.25	
Cement	2788	sks	@	0.695	1937.66	
Expansion Jt for Curbs					7.35	
Metal Reinforcing ½ & ¾"	15460	lbs	@	0.0379	585.93	
Oil Rock	8495	cu yds	@	1.45	12317.75	
Class "A" Asphaltic Conc	35	tons	@	6.56	229.60	
Grade "E" Asphalt	466	"	@	12.00	5592.00	
Freight on above	466	"	@	7.70	3588.20	
Light Cut Back Del	70	"	@	16.50	1155.00	
Water Stop					52.25	
Water Proofing					10.80	
Additional Materials for sidewalks					13.26	52711.65

Cost Dat[illegible]o [illegible].15, 34 Dec.29, 34

Salem Dallas Highway,Brunk's Corner West Salem Section, Grading Bituminous Macadam
Contract 1572, Prefix 27 PG

Equipment Rental Gas ,Oil, Grease and Misc. Expense	
Equipment Rental	16248.45
Gas, Oil and Grease	5272.82
Repair Parts	2285.45
Truck Rental (Including Gas and Oil)	25356.53
Small Tools	410.00
Supplies and Misc.	832.80
Lumber	681.08
Coal for Rollers	1859.52
Move in and Out (Does not include either Quarry)	1416.68
Powder Clearing and Force work	72.88
Bid Bond	5.00
Bond	1540.93
Liability Insurance	586.68
Electric Power	62.32
Fuel Oil	500.00
State Bill for Water	684.30
Team Hire	24.12
	57639.34
Grand total of all Expense	174.770.70

[illegible]t [illegible]ta to Dec 15,1934 [illegible]e[illegible]9,1934

Salem Dallas Highway,Brunks Corner West Salem Section,Grading and Bituminous Macadam,Contract 1572,Prefix 27 PG.

Remarks:

This Job was started Jan 8 and was completed Nov 15,1934.The Job Consisted of 5.358 miles of Grading to re-alignment and the widening of the old highway.Old Bituminous Macadam was widened from 16 foot width to 20 foot width per PW 3 Specification. Bituminous Macadam on new alignment was constructed per B 12 Specification.

Winter weather,heavy traffic,inefficent equipment,lack of organization, delayed progress and increased cost.

Heavy traffic,skim excavation,digging thru old gravel roadbed,working half width of roadbed to maintain traffic,excessive hand labor finishing slopes as the shovels did not try to work to slope lines,trucking in free haul zone,shale rock and boulders encountered in three cuts are some of the factors that deleyed progress and increased the cost of excavation.

A large shovel and crew averaged small daily quantities,continuous maintenance required over a long period of time required because material lacked filler and was difficult to set up and high Royalty ($0.11 per Cu Yd) increased the cost of Gravel Borrow.

Crushed rock for Surfacing,Shoulders and Rock Sidewalks was furnished from Cozer Quarry located 1.8 miles from East end of the job.The Contractor cleared and stripped the Quarry,built a hauling road,and kept bunkers empty.The Quarry Work and Crushing was subbed to Halterman and Laird for $0.67 per Cu Yd in bunker.The Subcontractors cost was $0.774 per Cu Yd;their xxx loss was $0.104 per Cu Yd.

Rock from Cozer Quarry being unsuitable ,the Oil Rock was obtained from the Berger Quarry located south of Salem on Liberty Road and was hauled 3 miles,xxx to the Oregon Sand and Gravel Co where it was crushed.The Contractor was allowed an additional $0.55 per cu yd to cover Royalty($0.06 per cu yd) and additional haul of five miles.The cost of crushed aggregate in Oregon Sand and Gravel Co bunkers was about $1.45 per Cu Yd.

Newport,Kern and Kibbe subbed the heating,hauling and spreading of the Asphalt and Cutback for $7.00 per ton;their cost was $5.28 per ton.They also subbed the spreading,hand spotting,blading,brooming and rolling of Key and Fine Aggregates for $0.50 per Cu Yd;their cost was about $x27x $0.70 per Cu Yd.L.O.Herrold furnished the material,hauled all aggregate and placed the base course of aggregate.

A slide condition encountered at Sta 164 required special drainage and the construction of a 250 foot concrete retaining wall,which was done on Price Agreement and Force Account.

This Cost Report subject to slight changes pending completion of Final Estimate and the final settlement on a few outstanding bills.

E.H.Clymer

By Ross C Miles.

NRS-18

December 21, 1934

Mr. Anton Tuss
Route 1, Box 124 A
Woodburn, Oregon

Dear Sir:

We have your letter of December 20th, requesting the yardage of rubble masonry in the walls constructed by you for L. O. Herrold on the Brunks Corner-West Salem contract in Polk County.

Mr. J. H. Neef, Resident Engineer on this contract, has advised us that you constructed the walls at Maxwell's place. For these walls, his estimate shows 17.21 cubic yards of dry rubble masonry. This figure is subject to further checking, however, and is not necessarily the figure on which the contractor's final payment will be made.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/ER

cc J. H. Neef

[illegible]
[illegible] 23 [illegible]

State [illegible]
[illegible]
[illegible]

[illegible] Tract
[illegible] errold
[illegible]

[illegible]

17.5 [illegible]

1,3t. 16145

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 3, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon NFS Project No. 18-A ✓ ______, was made by a representative of this office on Nov. 22, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Canfield
L. J. Canfield
Highway Engineer

#1572

NRS 18

December 1, 1934

Balzer Machinery Company
1636 S. E. Sixth Avenue
Portland, Oregon

Gentlemen: Attention of Mr. R. L. Balzer

Thank you for your letter of November 30 advising that your claim and that of the Pacific Finance Corporation against L. O. Herrold arising out of Mr. Herrold's contracts with the State Highway Commission for the construction of the Burnks Corner-West Salem project and the North Capitol Street project in Salem have been satisfied.

I am today correcting the Commission's records in conformance therewith.

Very truly yours,

Secretary

HBG:AJ

December 1, 1954

Fidelity & Deposit Company of Maryland
c/o Clarence D. Porter, Manager
Failing Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from Balzer Machinery Company advising that their claims against L. O. Herrold have been paid in full.

This information is given you since you appear as surety on the bond furnished by Mr. Herrold in connection with his contracts.

Very truly yours,

Secretary

HBG:AJ

cc Mr. L. O. Herrold
Salem, Oregon

R. L. BALZER
MANAGER
RESIDENCE - GARFIELD 4415

WAREHOUSE NO. 1 - 1636 S. E. SIXTH AVE.
WAREHOUSE NO. 2 - 21ST AND YORK STS.

OFFICE - EAST 5609
WAREHOUSE NO. 1 - EAST 5609
WAREHOUSE NO. 2 - BROADWAY 0632

BALZER MACHINERY COMPANY
CONTRACTORS EQUIPMENT - LOGGERS EQUIPMENT
1636 S. E. SIXTH AVE.
CORNER EAST 6TH AND MARKET STREET
PORTLAND, OREGON

November 30, 1934

Oregon State Highway Department,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary.

Gentlemen:

With reference to recent request for certified copy of contracts covering the West Salem - Brunx's Corner Project and also on the Capitol Street improvement of the Pacific Highway in the City of Salem, wish to advise our claim against these two above mentioned projects was paid in full by Mr. L. O. Herrold under date of November 16th and prior to Mr. Herrold's knowledge of our request for copies of contracts.

We have been paid in full and have no claim whatever on either of the two jobs. This also includes the claim of the Pacific Finance Corporation.

Very truly yours,

BALZER MACHINERY COMPANY,

Per R L Balzer

Manager.

RLB:LB
CC: L.O.Herrold
Salem, Oregon

COMMISSIONERS
[illegible] SCOTT, CHAIRMAN, PORTLAND

NRS18

November 20, 1934

Mr. J. M. Devers
Asst. Attorney General
Office

Dear Sir:

We refer to the claim of Mr. R. R. Turner of Dallas, against contractor L. O. Herrold, for damage suffered by his car on the Salem-Brunks Corner Section of the Salem-Dallas Highway during the period that Mr. Herrold was carrying on construction operations on that section of highway.

We are enclosing herewith a copy of a letter relative to this matter from our Resident Engineer, John H. Reef, from which letter it might be inferred that there is some question of Mr. Herrold's liability in the matter. Please, therefore, advise as to whether you still recommend that we withhold payment to Mr. Herrold until this claim is settled.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

W. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 19, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. S. H. Probert,
Office Engineer,
Office.

Dear Sir:

Damage claim has been filed against L. O. Herrold on the West Salem-Brunks Corner contract by R. R. Turner of Dallas, in the amount of $199.41.

Mr. Devers recommends that the Surety Company be required to dispose of this claim before final settlement is made on the job. Attached is engineer's report on the accident.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H G Smith

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

ONERS
M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

October 25, 1954

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
Office.

Dear Sir:

The purpose of this letter is to call to your attention the fact that Mr. R. R. Turner of Dallas has filed a claim against L. O. Herrold for damage to his car caused by the imperfect condition in which the roadway was permitted to remain at least for a time during construction work under Mr. Herrold's contract.

Mr. Herrold has sort of passed this claim on to the surety company and the surety company has failed to give it consideration. I recommend that some disposition be made of the claim before final settlement is made on the job.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. Carl Smith

REFERRED TO
[illegible] State Highway Engineer

#1572

November 15, 1934

NRS-18

Fidelity & Deposit Company of Maryland
Clarence D. Porter, Manager
Failing Building
Portland, Oregon

Gentlemen:

We are attaching a copy of affidavits filed today in this office by Mr. C. O. Fenlason, Attorney at Law, Portland, in connection with the claims of the Balzer Machinery Company and the Pacific Finance Corporation against Contractor L. O. Herrold for equipment rented by him from said Balzer Machinery Company and Pacific Finance Corporation in connection with State Highway Contracts Nos. 1541 and 1572 which were awarded to Mr. Herrold for pavement construction on the North Salem Section of the Pacific Highway and grading and bituminous macadam construction on the Brunk's Corner-West Salem Section of the Salem-Dallas Highway respectively.

This information is given you as you appear as surety on the bonds furnished by Mr. Herrold in connection with these contracts.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Mr. L. O. Herrold
241 No. Liberty St.,
Salem, Oregon

#1572

C. O. FENLASON
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON

November 14, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Contractor L.O.Herrold.
Re: Contract for Grading & Bituminous Macadam Brunks Corner, West Salem, Salem-Dallas Highway, Polk County, Oregon, let 12/30/33
and
Contract for widening and resurfacing North Section of Pacific Highway, let 11/15/33.

Enclosed herewith, in accordance with provision of Section 67 - 1101 Oregon Code as amended, I enclose herewith Affidavits from my clients Balzer Machinery Co. and Pacific Finance Corporation, with respect to the above noted jobs, which, I think, you will find sufficient in form and substance.

Kindly send me a certified copy of each of the mentioned contracts and accompanying bonds. I think it will be sufficient for you to send a certified copy of each of the contracts and bonds for the joint use of the mentioned parties.

Kindly advise me when each job was completed and accepted.

Thanking you for your usual prompt attention,

Very truly yours,

COF:M

AFFIDAVIT

STATE OF OREGON)
) ss
County of Multnomah)

I, R. L. Balzer, being first duly sworn, depose and say that I am the manager partner of the copartnership firm known as Balzer Machinery Co. with its principal place of business in Portland, Oregon; that the State of Oregon, thru the Oregon State Highway Commission, did heretofore and on or about the 15th day of November, 1933, enter into a certain contract with L. O. Herrold, calling for the widening and resurfacing of North Salem section of the Pacific Highway located in Marion County, Oregon, and that said L. O. Herrold did post his bond as required by law, with the Fidelity & Deposit Company of Maryland as surety thereon; that Balzer Machinery Company did rent certain equipment to A. L. Halterman and Ellis Laird, subcontractors of said prime contractor Herrold, for use and it was used in the performance of the work called for by said contract; that said Balzer Machinery Co. has not been paid for the rental due on said machinery and there is a substantial amount due, and that I make this affidavit on behalf of the Balzer Machinery Co. for the purpose of being furnished a certified copy of the contract and bond as made and provided in such cases, which affiant requests be furnished forthwith.

R. L. Balzer

Subscribed and sworn to before me this 14 day of November, 1934.

Notary Public for Oregon.
My Commission expires:

AFFIDAVIT

STATE OF OREGON)
) ss
County of Multnomah)

I, E. L. Green, being first duly sworn, depose and say that I am the Asst Mgr. of the Pacific Finance Corporation, a corporation, with its principal place of business in Portland, Oregon; that the State of Oregon, thru the Oregon State Highway Commission, did heretofore and on or about the 15th day of November, 1933, enter into a certain contract with L. O. Herrold, calling for the widening and resurfacing of North Salem section of the Pacific Highway located in Marion County, Oregon, and that said L. O. Herrold did post his bond as required by law, with the Fidelity & Deposit Company of Maryland as surety thereon; that Pacific Finance Corporation did rent certain equipment to A. L. Halterman and Ellis Laird, sub-contractors of said prime contractor Herrold, for use and it was used in the performance of the work called for by said contract; that said Pacific Finance Corporation has not been paid for the rental due on said machinery and there is a substantial amount due, and that I make this affidavit on behalf of the Pacific Finance Corporation for the purpose of being furnished a certified copy of the contract and bond as made and provided in such cases, which affiant requests be furnished forthwith.

E L Green

Subscribed and sworn to before me this 14th day of November, 1934.

G H Cook
Notary Public for Oregon
My Commission expires:
July 9 - 1937

AFFIDAVIT

STATE OF OREGON)
) ss
County of Multnomah)

I, R. L. Balzer, being first duly sworn, depose and say that I am the manager partner of the copartnership firm known as Balzer Machinery Co. with its principal place of business in Portland, Oregon; that the State of Oregon, thru the Oregon State Highway Commission, did heretofore and on or about the 30th day of December, 1933, enter into a certain contract with L. O. Herrold, calling for the grading and bituminous macadam of Brunks Corner, West Salem, Oregon, section of Salem-Dallas Highway, Polk County, Oregon, and that said L. O. Herrold did post his bond as required by law, with the Fidelity & Deposit Company of Maryland as surety thereon; that Balzer Machinery Company did rent certain equipment to A. L. Halterman and Ellis Laird, sub-contractors of said prime contractor Herrold, for use and it was used in the performance of the work called for by said contract; that said Balzer Machinery Co. has not been paid for the rental due on said machinery and there is a substantial amount due, and that I make this affidavit on behalf of the Balzer Machinery Company for the purpose of being furnished a certified copy of the contract and bond as made and provided in such cases, which affiant requests be furnished forthwith.

R. L. Balzer

Subscribed and sworn to before me this 14 day of November, 1934.

Notary Public for Oregon.
My commission expires:

AFFIDAVIT

STATE OF OREGON)
) ss
County of Multnomah)

I, E. L. Green, being first duly sworn, depose and say that I am the asst Mgr. of the Pacific Finance Corporation, a corporation, with its principal place of business in Portland, Oregon; that the State of Oregon, thru the Oregon State Highway Commission, did heretofore and on or about the 30th day of December, 1933, enter into a certain contract with L. O. Herrold calling for the grading and bituminous macadam of Brunks Corner, West Salem, Oregon, section of Salem-Dallas Highway, Polk County, Oregon, and that said L. O. Herrold did post his bond as required by law, with the Fidelity & Deposit Company of Maryland as surety thereon; that Pacific Finance Corporation did rent certain equipment to A. L. Halterman and Ellis Laird, sub-contractors of said prime contractor, Herrold, for use and it was used in the performance of the work called for by said contract; that said Pacific Finance Corporation has not been paid for the rental due on said machinery and there is a substantial amount due, and that I make this affidavit on behalf of the Pacific Finance Corporation for the purpose of being furnished a certified copy of the contract and bond as made and provided in such cases, which affiant requests be furnished forthwith.

E. L. Green

Subscribed and sworn to before me this 14th day of November, 1934.

G. A. Cook.
Notary Public for Oregon.
My Commission expires:
July 9-1937

FORM 2-2-1 17176 500 10-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

NR 8-18

October 31, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

Referring to the complaint of Mr. J. H. Holt concerning the removal of two signs on his property fronting the Salem-Dallas Highway by Contractor Herrold, I find that one sign belonged to the Associated Oil Company and was on a tract of land which Mr. Holt leased to Contractor Herrold for stock pile purposes. Mr. Herrold got in touch with the oil company, and the oil company moved the sign themselves.

The other sign, mentioned in Mr. Holt's letter as being a flapjack sign, formerly occupied a portion of the old right of way. This sign was taken down by Mr. Herrold's own men during the construction work and laid on the ground outside of the ditch line. The sign is undamaged, having been merely removed from the standards.

I called Mr. Holt and informed him of the circumstances, and he seemed satisfied and considers the matter settled.

Yours very truly,

F D Eason

F. D. EASON,
Assistant Division Engineer.

FDE:A
cc H. G. Smith

VRS 18A

October 29, 1934

MEMORANDUM:

This is an exchange deed covering a portion of the property purchased from T. T. Crozer, on the Salem-Dallas Highway near West Salem for quarry site.

T. T. Crozer gave to M. E. Gallagher an exclusive right to take rock from this property, for a period of five years from April 28, 1932 with a right for renewal for a like period, the option to the State being given subject to said lease. This lease was assigned to Epsie E. Herrold et vir. The State is to deed to Epsie E. Herrold, for $500.00 a tract containing 2.013 acres and he has given the State a quitclaim deed covering the portion the State is to retain amounting to 2.987 acres.

Transaction approved by State Highway Commission December 19, 1933.

A. B. KNEASS

ABK:JH

This amount to be deducted from the last payment to be made to Mr. Herrold under his contract on the West Salem-Brunks Corner job.

A. B. K.

deed given to [illegible] 12/12/34

October 12, 1934

Cost Da to ober 1, 1934

NR 818

Salem Dallas Highway, Brunk's Corner, West Salem Section, Grading and Bituminous Macadam, Contract 1572, Prefix 27 PG.

L.O.Herrold Contractor   John H.Neef Res. Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earning
Clear and Grub	803.60	100%		800.00	800.00
Excavation Single Class	29604.63	80890 cu yds	0.366	0.27	21840.30
Overhaul	2040.00	68000 yd st	0.03	0.02	1360.00
Truck Haul	10825.84	40730 yd mi	0.298	0.15	6109.50
Gravel Barrow	31736.41	38336½ cu yds	0.827	0.70	26835.55
Pavement Removal	3830.66 ~~[illegible]~~	12230 sq yds	0.313	0.35	4280.50
12" Corr. Iron Pipe	1028.28	796 li ft	1.29	1.25	995.00
18" " " "	426.24	261½ " "	1.62	1.75	457.63
8" Concrete Pipe	565.20	942 " "	0.60	0.60	565.20
12" " "	1342.60	1348 " "	0.99	1.00	1348.00
18" " "	18.83	9 " "	2.09	1.85	16.65
24" " "	274.54	93 " "	2.95	2.75	255.75
30" " "	413.33	87 " "	4.75	4.00	348.00
36" " "	348.56	57 " "	6.11	6.00	342.00
Move 8"& 12" "	468.16	1330 " "	0.352	0.50	665.00
" 36" "	59.05	12 " "	4.92	0.50	6.00
Catch Basins	162.47	11 only	14.77	30.00	330.00
Class "C" Concrete aver.	1804.12	131 cu yds	13.77	Bid 14.00 AVER 16.72	2181.00
Extra step forms		13 " "		4.00	
Extra Wall Forms		118 cu yds		2.50	
Dry Rubble Masonry	72.40	9½ " "	7.62	12.00	114.00

ober 12, 1930

Cost Data to October 1, 1934

Salem Dallas Highway, Brunk's Corner, West Salem Section, Grading and Bituminous Macadam, Contract 1572, Prefix 27 PG.

L.O.Herrold Contractor John H. Neef Res. Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earning
Rock Side Walk	146.26	66 cu yds	2.21	2.25	148.50
Conc. Side Walk	445.08	332 sq yds	1.34	1.85	614.20
Conc. Curb & Gutter	2298.24	3024 li ft	0.76	0.75	2268.00
" Drive Apron	752.00	400 sq yds	1.88	2.25	900.00
" Street Turnouts	963.90	405 " "	2.38	2.50	1012.50
Rock Base	27863.52	14435 cu yds	1.94	1.50	21652.50
Rock Shoulder	3218.25	1750 " "	1.83	1.60	2800.00
Rock Dust Filler	869.84	473 " "	1.83	1.00	473.00
Sprinkle	2295.71	743 M gal	3.08	2.50	1867.50
Prepare Base	1832.40	5.4 Miles	339.35	440.00	2376.00
Furnish and place Agg	22193.20	8228 cu yds	2.697	1.85	15221.80
P.A.#4 Extra on above				.55	4525.40
Asphalt in place	11198.37	486 ton	25.32	30.00	14610.00
Cut Back in Place	1579.91	71 "	22.25	37.00	2627.00
PA and F.A.O.	5435.63				5731.63
	166917.23				145678.11

Total Cost	166917.23
Gross Earning	145678.11
Net Loss	21239.12

Net Loss 12.7% of total cost

October 12, 1934

Cost a October 1, 1934

Salem Dallas Highway, Brunk's Corner, West Salem Section, Grading and Bituminous Macadam, Contract 1572, Prefix 27 PG.
L.O.Herrold Contractor John H. Neef Res Engineer.

Labor					
Labor				51752.92	
Supervision (Including L.O.Herrold 6 mo. @ 300.00 per mo.				4890.34	
State Ind Acc. Insurance				2742.16	59385.42
Materials					
12" Corr. Iron Pipe	796	Li Ft	@ 0.747	594.61	
18" " " "	261.5"	"	@ 1.00	261.50	
8" Concrete "	942	" "	@ 0.36	339.12	
12" " "	1348	" "	@ 0.64	862.72	
18" " "	9	" "	@ 1.50	12.00	
24" " "	93	" "	@ 2.12	197.16	
30" " "	87	" "	@ 3.17	275.79	
36" " "	57	" "	@ 4.95	282.15	
8" Perforated Iron	376	" "	@ 0.396	148.93	
8" T's	3	only	@ 4.64	13.93	
8" Bands	32	"	@ 0.89	28.48	
8" Conc Drain Tile	283	Li Ft	@ 0.12	33.96	
Concrete Sand	235	cu yds	@ 1.60	376.00	
Concrete Gravel	335	" "	@ 1.30	435.50	
Crushed Rock 1¼" to 0	16270	" "	@ 0.966	15716.82	
Crushed Rock Dust	413	" "	@ 0.966	398.95	
Gravel Barrow from S.P.	32457	" "	@ 0.11	3570.27	
" " " Dredge	5509	" "	@ 0.25	1377.25	
Cement	2358	sacks	@ 0.695	1639.50	
Expansion Joint	90	Pc		7.35	
Catch Basin Tops	11	only	@ 8.00	88.00	
½" and ¾" Reinforce Steel	15460	lbs	@ 0.0379	585.93	
Oil Rock, Oil Rock	8228	cu yds	@ 1.45	11930.60	
2½ to 1¾" -5333 cu yds					
1¼ " ¾" - 74½ " "					
¾ " ½" -1286½ " "					
½ " ¼" -1124 " "					
¼ " 0 - 410 " "					
Class "A" Asphaltic Concrete	35	ton	@ 6.56	229.60	
Grade "E" Asphalt	487	"	@ 12.00	5844.00	
Freight on "E"	487	"	@ 7.70	3749.90	
Light Cut Back	71	"	@ 16.50 Del	1171.50	
Water Stop				52.25	
Waterproofing				10.80	50234.57
Euipment Rental, Repairs and Misc. Expense					
Equipment Rental (Actual or State Rates)				15615.18	
Truck Rentals (Includs Gas Oil and Grease)				24343.20	
Gas, Oil and Grease				5064.57	
Repair parts on equipment				3490.77	
Small Tools				410.00	
Supplies and Misc.				1451.10	
Lumber				681.08	
Coal for Rollers				1794.51	
Move in to date				1309.20	
Powder for Clearing				58.53	
Bonds				1448.80	
Liability Insurance				585.00	
Electric Power				61.00	
Fuel Oil				300.00	
State bill for hauling water Sprinkling				684.30	57297.24
Total C t					166917.23

Cost Data to October 1, 1934 October 12, 1934

Salem Dallas Highway, Bruhk's Corner West Salem Section

Remarks;

This Job was started Jan.8 and is now about 90% complete. Excavation of drainage d ditches, shoulder work, approx. 600 sq yds of sidewalk and 160 sq yds of driveway apron remain to be done, Progress has continually improved as work continued.

Winter weather, heavy traffic and lack of organization have caused delay and increased cost.

Excavation is difficult and expensive, heavy traffic skim excavation along side of pa pavement, boulders, shale rock formation, requiring rooting, and shovel work requiring trucks in free haul zone, hard digging thru old gravel road bed, working half width of roadbed to maintain traffic, shovel operators working too far from final slopes requiring excess of hand labor are some of the factors delaying progress and increasing cost.

Gravel barrow is high because of high royalty, heavy fixed charges with small average yardage, and necessity for continuous working and maintaining because the material did not set up.

Approx. one half of the water used for sprinkling was used to lay dust and therefore not a pay item.

Rock for oiling could not be obtained from Crozer Quarry as originally expected but was obtained from "Berger " Quarry approx. 3 miles south of the Oregon Gravel Company plant, this quarry is just east of the Liberty road. This Oil Rock was crushed at the Oregon Gravel Company plant.

The Contractor agreed to supply Oil Rock from this "Berger" quarry for an additional $0.55 per cu yd including royalty.

The Oiling and placing of fine aggregate was subbed to Newport, Kern and Kibbe.

L.O.Herrold furnished and hauled all aggregate and placed coarse aggregate, or base course.

E.H.Clymer

By Ross C.Miles

7nis18

August 29, 1934.

Mr. Roy Nelson,
Assistant Vice President
Ladd & Bush Bankers,
Salem, Oregon.

27 PG

Dear Sir:

This will acknowledge your communication and petition of August 27th with reference to sidewalks in West Salem which have been affected by the reconstruction work now in progress.

I will again look over this situation on the ground personally and will communicate with you further the early part of next week.

Yours very truly,

FDE:ZR

STATE HIGHWAY ENGINEER.

cc Mr. O. B. Olsen,
% World War Veterans' State Aid Comm.,
Salem, Oregon.
Mr. Chas. S. Ruge
Mr. Milo Jensen
Mr. W. L. LaDue
Mr. C. A. Robertson
Mr. F. D. Mason

LADD & BUSH, BANKERS.
SALEM, OREGON

August 27,1934.

R
AUG 29 1934
OFFICE
DIVIS

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

With reference to the attached letter signed by several property owners of West Salem, wish to add that we are heartily in accord with their views on this sidewalk issue.

It is hoped that your department may see fit to care for the matter.

Yours very truly,

Roy Nelson
Roy Nelson
Assistant Vice President

RN/T

REFERRED TO
Eason
by State Highway Engineer

See [illegible]

West Salem, Oregon, August 27, 1934

Hon. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Mr Baldock:

The undersigned, as property owners directly affected, respectfully ask your further consideration of the problem of sidewalks in West Salem, the reconstruction of which are made necessary by the changes in the highway grade.

Altho our sidewalks have not actually been torn out by the new construction now in progress, we would earnestly submit that they are rendered quite as useless and their reconstruction made equally necessary as the walks further east which have been restored.

To the east you have replaced the walks where the highway grade was lowered. At the summit farther west the walks are being left so much below the grade that, as soon as the rains come, they will be running streams, unusable and otherwise menacing.

We learn of at least one instance where a full set of steps have been constructed for a merchant whose front had not been disturbed in any way, except that the road way had been lowered. The point we make here is that the steps, in no way whatever, correct any inconvenience occasioned by the change of grade, but are entirely from his former entrance level which was not changed in any way.

Please do not think us unappreciative of the fine new highway, or desirous of increasing unfairly the many details of your efficient service. But we are sure, Mr. Baldock, if you will have our little protest examined on the ground in comparison to the corrective changes made by your department for property owners farther east, you will readily see the fairness of our position.

In their present condition the walks are injuring the sale and use of our property, and their reconstruction at our expense is hardly fair by comparison to the immunity of other property owners.

Respectfully submitted,

Chas S Ruge (Chas S Ruge)
Milo Jensen (Milo Jensen)
W. L. LaDue (W L LaDue
C A Robertson (C A Robertson)

JULIUS L. MEIER, GOVERNOR, CHAIRMAN
HAL E. HOSS, SECRETARY OF STATE
GEORGE A. WHITE, ADJUTANT GENERAL
WALTER S. FISHER, ROSEBURG
PRESCOTT W. COOKINGHAM, PORTLAND

JERROLD OWEN
EXECUTIVE SECRETARY

STATE OF OREGON
WORLD WAR VETERANS' STATE AID COMMISSION
SALEM

IT IS IMPORTANT THAT YOU MENTION
No.
IN REFERRING TO THIS COMMUNICATION

August 27, 1934

State Highway Department
Salem, Oregon

Attention: Mr. Baldock
State Highway Engineer

Gentlemen:

The State of Oregon acting by this department is interested in two properties affected by the new grade through West Salem as stated in the attached letter to you.

We would appreciate very much this matter being investigated fully and any damages or depreciation to the adjacent property being corrected.

Yours very truly,

JERROLD OWEN, Executive Secretary

By: OSOlson

OSO:LB
Encl.

FORM 5-A-1 10162 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

18

August 14, 1934.

IN REPLY PLEASE
REFER TO FILE NO.
27 PG

Mr. L. O. Herrold,
241 N. Liberty St.,
Salem, Oregon.

Dear Sir:

Your agreement for subcontract with Newport, Kern & Kibbe is being handed to Mr. Devers for his approval, and you will hear directly from him as to the legality of this agreement.

However, in case this is approved by Mr. Devers we will insist that you have a representative on the work at all times who will receive instructions from our engineer and inspectors. All instructions on the work being done under this subcontract will be given through your man to the subcontractor.

NOTED

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ER

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. J. M. Devers
Mr. F. D. Eason
Mr. Jas. H. Neef

July 31, 1934.

Mr. L. O. Harrold, 27 PG
241 N. Liberty St.,
Salem, Oregon.

NOTED
State Highway Engineer

Dear Sir:

In connection with your West Salem-Brunk's Corner contract, I wish you would immediately make known to this department your plans and/or arrangements for doing the bituminous macadam work.

The grading work and base rock on the section in West Salem has been complete for over a month and ready for the fine grading and bituminous work when rock is available. I understand you have been crushing the bituminous aggregate from the Burgher quarry source for the past week or more at the rate of nearly 400 cubic yards a day. It takes approximately 2,400 cubic yards to do the bituminous macadam work in West Salem on the 40-foot width, so there should be nearly enough bituminous aggregate produced by this time to complete this section.

It has been a long and disagreeable period for the people of West Salem due to the torn up condition of the street caused by the construction work, and I desire that this part of the oiling work be done first and at the earliest possible moment that sufficient materials are available. The season is fast advancing beyond which it is not desirable or safe to do bituminous macadam work.

Also, I wish to call to your attention the importance of this part of your construction work. It is not only necessary to have good material but experienced workmen and suitable and adequate equipment. All these are needed to get a first-class job and do the work expeditiously, and all of the above will be required. It is suggested that if you have not already made plans to do this work so as to satisfy these requirements, that you sublet the work to some responsible and experienced oiling contractor or take over their full equipment on a rental basis and their key men on your own payroll.

Please let me know immediately what you propose to do in this matter.

Yours very truly,

STATE HIGHWAY ENGINEER.

cc Mr. H. G. Smith
Mr. F. D. Eason
Mr. Jno. H. Neef

FDE:ZR

Page 1 Cos ata July 15, 1934 ly 23, 1934 7 018

VED 1934 OF DIVI

Salem Dallas Highway, Brunk's Corner , West Salem Section, Grading and Bituminous Macadam, Contract 1572, Prefix 27 PG.

John H. Neef Res Engineer L.O.Herrold Contractor

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clear and Grub	797.13	85%			680.00
Excavation Single Class	23200..30	70590 cu yds	0.33	0.27	19059.30
Overhaul	1730.67	57689 yd sta	0.03	0.02	1153.78
Truck Haul	9263.67	34610 yd mi	0.267	0.15	5191.50
Gravel Barrow	17090.98	19773 cu yds	0.867	0.70	13981.10
Removal of Old Pavement	2960.50	9550 sq yds	0.31	0.35	3342.50
12" Corr. Iron Pipe	894.96	678 li ft	1.32	1.25	847.50
18" " " "	422.17	259 " "	1.63	1.75	453.25
8" Concrete Pipe	468.16	773 " "	0.60	.60	463.80
12" " "	767.50	778 " "	0.98	1.00	778.00
18" " "	18.83	9 " "	2.09	1.85	16.65
24" " "	274.54	93 " "	2.95	2.75	255.75
30" " "	413.33	87 " "	4.75	4.00	348.00
36" " "	348.56	57 " "	6.11	6.00	342.00
Move 8" & 12"	286.10	846 " "	0.35	0.50	423.00
" 36"	59.05	12 " "	4.95	0.50	6.00
Catch Basins	132.98	9 only	14.77	30.00	270.00

Continued on next page

NOTED

ly 23. 1934

Cost Data to July 15, 1934

Salem Dallas Highway, Brunk's Corner West Salem Section, Grading and Bituminous Macadam. Contract 1572 Prefix 27 PG
John H. Neef Res Engineer L.O.Herrold Contractor.

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Class "C" Concrete * (Note Below)	111.56	10 cu yds	11.16	14.00	140.00
Dry Rubble Masonry	72.40	9.5" "	7.62	12.00	114.00
Rock Sidewalk	102.00	59 " "	1.73	2.25	132.75
Concrete Sidewalk	295.32	220 sq yds	1.35	1.85	407.00
Concrete Curb & Gutter	2305.38	2994 li ft	0.77	0.75	2245.50
Concrete Driveway Apron	464.70	247 sq yds	1.88	2.25	555.75
Concrete Street Turnout	863.72	362 " "	2.38	2.50	905.00
Rock Base	7117.70	3373 cu yds	2.11	1.50	5059.50
Rock Dust Filler	535.94	254 " "	2.11	1.00	254.00
Water for Sprinkling	456.30	234 M gal	1.95	2.50	585.00
PA No.1 Special Excavation	81.25	125 cu yds	0.65	0.65	81.25
PA No.2 Forms with Class "C"	38.20	10 cu yds	3.82	4.00	40.00
PA No.3 Earth Filler	307.38	1010	0.30	0.50	505.00
F.A.O. #1 Extra Clearing	31.78				36.55
F.A.O. #3 Test Holes	446.01				493.73
Force Order work done but not billed	1342.00				1342.00
	73701.65				60509.16

Total Cost 73701.65
Gross Earned 60509.16
Net Loss 13192.49
Net Loss equals 17.9% of Cost

Note;
Contractor was allowed $4.00 per cu yd extra for form work under PA #2 This was step work and small retaining walls

13,1934 July 23, 1934

hway, Bru s Co er West Salem Section.

Labor				
Labor			27333.60	
Supervision (Includes L.O. % Mrs Herrold 3½ mo ~~¢~~@ $300.00)			2876.22	
State Ind Acc. Insurance			1472.99	
				31682.81
Materials				
12" Corr Iron Pipe	678 li ft	@ 0.747	506.46	
18" " " "	259½" "	@ 1.00	259.50	
8" Concrete Pipe	773 " "	@ 0.36	278.20	
12" " "	778 " "	@ 0.64	497.82	
18" " "	9 " "	@ 1.50	13.50	
24" " "	93 " "	@ 2.12	197.16	
30" " "	87 " "	@ 3.17	275.79 ✓	
36" " "	57 " "	@ 4.95	282.10	
Concrete Sand	146.5" "	@ 1.60	234.40	
Concrete Gravel	214.2" "	@ 1.30	278.52	
Crushed Rock Base	3373 cu yds	@ 1.00	3373.00	
Crushed Dust Filler	254 " "	@ 1.00	254.00	
Crushed Rock for Sidewalk	59 " "	@ 1.00	59.00	
Gravel Barrow from S.P.Pit	14264 " "	@ 0.11	1569.04	
Gravel " " Dredge	5509 " "	@ 0.25	1377.25	
Cement	1398½ sacks	@ 0.62½	874.06	
Expansion Joint	40 pc ½x6			
Expansion Joint	50 pc ½x6½x 15		7.35	
Catch Basin Tops	9 only	@ 8.00	72.00	
				10409.15
Equipment Rental, supplies and Misc.				
Equipment Rentals (State Rates or actual paid)			8657.76	
Truck Rentals			13697.43	
Gas, oil & grease			3147.60	
Repair Parts			2990.77	
Small Tools			394.66	
Supplies & Misc.			655.01	
Lumber			381.08	
Coal for Rollers			622.35	
Signs			40.20	
Powder used in Clearing			58.53	
Bid Bond			5.00	
Bond 1% completed to date			591.67	
Move in to date 46%			87.63	
Liability Insurance			280.00	
				31609.69
Total Cost				73701.65

Note;

The total Cost of crushing rock has not been included in this report as most of the crushed rock is still in stock pile; but the crushing and cost on 3627 cu yds which has been used ~~xxxx~~ on this job to date has been included

Cost Data to July 15, 1934 July 23, 1934

Salem Dallas Highway, Brunk's Corner West Salem Section, Contract 1578 Prefix 27 PG

Remarks;

This job was started Jan.8 and is now about 47% complete. Clearing, curbs, sidewalks and concrete work are about 95% complete. Excavation 82%, gravel barrow 50% crushed rock base 40% complete. Oiling will not be started until about Sep.1.

Winter weather, heavy traffic and lack of organization has delayed progress and increased cost.

The excavation is difficult and expensive but fair progress is being made and excavation should be completed about Aug. 15. Heavy traffic, small quantity along edge of pavement, boulders encountered in two large cuts, shale rock formation encountered in cut which was broken up with rooter, hard digging thru gravel under old pavement, working half width of roadbed so highway can be kept open for traffic, moving dirt free haul in trucks, too much hand labor sloping and finishing due to rough work by shovel operators, are some of the factors which have delayed progress and increased cost of excavation.

The cost of gravel barrow is high because roadbed is not prepared and the shovel is idle about 70% of the time. The maximum output per day is 840 cu yds, the average output is only about 250 cu yds per day. The street crew consisting of two 30 H.P. tractors two blades two steam rollers, operators and foreman and one motor grader work full time maintaining. The gravel does not contain sufficient filler to set up and continuous maintainance is necessary to keep road in shape for traffic.

E.H.Clymer

By Ross C.Miles

st Data to July 15 17-34

Salem Dallas Highway, Salem Brunks Corners Section, Grading and Oiling, Contract 1572, Prefix 27 PG.

Cost analysis of operations at Cozer Quarry located 2 miles west of Salem on the Salem Dallas Highway.

L.O.Herrold, Contractor
Halterman and Laird, Subcontractors

	Cost	Quantity	Unit Cost
Strip Quarry (by L.O.Herrold)	1095.96	18000 Cu Yd	0.061 -
Construct Road from Hwy to Quarry (by L.O.Herrold)	262.65	"	0.015 -
Move in Crusher and Equipment	320.17	"	0.018
Erect Crushing Plant	1254.55	"	0.070
Shoot Quarry and Quarry work 2 Coyotes, 2 Bootlegs, Bulldose and break up rock	2355.71	13000 Cu Yds	0.181
Operate Dragline	1353.76	12084 Cu Yds	0.112
Operate Crusher	3924.04	"	0.325
Stock Pile Crushed Rock near crusher	655.32	7795 Cu Yds	0.084 -
Bond (L.O.Herrold)	80.96	12084 Cu Yds	0.007 -
Supervision and Overhead (Halterman and Laird)	827.05	12084 Cu Yds	0.068
Supervision and Overhead (L.O.Herrold)	300.00	"	0.025 -
Total	12430.17		0.966

Total Cost per Cu Yd	0.966
Part Chargeable to L.O.Herrold per Cu Yd	0.192
Part chargeable to Halterman and Laird per Cu Yd	0.774
Sub Contractors Bid Price per Cu Yd	0.67
Sub Contractors net loss per Cu Yd	0.104

E.H.Clymer

Cost Data to July 16 7-17-34

[illegible] Highway,West Salem Br[illegible]ks Corners Section,Gradin[illegible] and [illegible]ing,
Contract 1572,Prefix 27 PC
Cost Analysis of Operations at Cozer Quarry located 2 miles west of Salem Bridge on the Salem Dallas Highway.

L.O.Herrold,Contractor
Halterman and Laird,Sub Contractors

Labor		
Labor	4301.16	
Supervision (Laird 5 mo @ $150.00)	750.00	
State Industrial Acc Ins (Rate 10.50)	387.26	
		5438.42
Equipment Rental,Supplies and Misc.		
Equipment Rental	3336.90	
Gas,Oil and Grease	696.32	
Truck Rental including Gas,Oil and Grease	451.00	
Explosives	909.55	
Lumber	208.29	
Freight Moving In	320.17	
Parts and Repairs	413.74	
Supplies and Misc	138.50	
Gravel and Crushed Rock used on Hauling Road	136.32	
Bond	80.96	
Part of L.O.Herrold Supervision and Overhead	300.00	
		6991.75

Cost Grand Total at Quarry $12430.17,not including Test Holes done on Force Account amounting to $ 446.00.

Remarks:

This Quarry had never been opened up and considerable preliminary work was necessary.The Quarry is spotted containing hard rock,soft rock,clay pockets,clay seams, and sets on a bed of soft rock and clay.About 15 % of the rock breaks to large for crusher and requires bulldosing or is broken up by stone hammers.The dirt and clay plugs the jaws of crusher and delays progress.

From April 5 to July 16 the crusher operated 68 days or about 800 hours and produced 12084 Cu Yds of Crushed Rock an average of about 15 Cu Yds per hour.

To date 11900 Cu Yds of crushed rock suitable for surfacing,shoulders and (asphaltic concrete pavement on No Capitol St) and about 200 cu yds of oil rock has been produced.The Quarry contains too much clay and soft rock for the production of good oil rock.It is necessary to hand pick the rock suitable for oil rock and the cost is prohibitive.About 6000 Cu Yds of Crushed rock still required for this job for surfacing and shoulders can be produced from thes quarry.

Arrangements have been made tosecure the oil rock from the Berger Quarry located near Liberty or about 3 miles south of the Oregon Sand and Gravel Co Plant in Salem.The Oregon Sand and Gravel Co will probably produce the crushed oil rock at their Salem Crusher as it would take Halterman and Laird too long to produce 10,000 Cu Yds of Oil Rock so that it could be used this season.

E.[illegible].Clymer

By Ross C Miles

FORM 8-A-1 10162 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 19, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

The purpose of this communication is to request permission and approval of the following changes in specifications applying to certain State Highway contracts under the NRA program, for the reasons and explanations herein set forth:-

1. Contract #1572, West Salem-Brunk's Corner.

The quarry designated as the source of rock base, rock shoulder and bituminous aggregate near West Salem has proven to be spotty. Numerous test pits and a coyote hole prior to the opening of the quarry by the contractor indicated good basalt rock suitable for the proposed work. It has now developed that the rock, though suitable for base and shoulders, does not meet our specifications for bituminous macadam aggregate. For this reason we wish to have the contractor secure the required bituminous aggregate from an old quarry south of Salem, 5.3 miles distant from the West Salem quarry designated in the contract. This old quarry, known as the Burgher quarry, contains an abundance of very fine clean basalt dice rock. I consider it very important to have the highest grade of aggregate material for this bituminous macadam work, and ask your approval of this change, which will be incorporated into the contract under a Price Agreement.

The original plans on this project call for the construction of a concrete retaining wall. It has developed since the excavation for the foundation of this wall that a bad drainage condition exists, inducing a slide on the cut bank moving on a slip plane several feet below the roadbed. We are doing considerable extra work in collecting and controlling the water and believe it can be done so as to stabilize this slippage, though in times of heavy rains during the winter period it is likely the saturated overburden on top of the stable material will cause a too great pressure for a wall, which would produce failure.

I believe that the construction of a concrete crib at this location, though more expensive, will satisfy the condition far better because it will provide for constant drainage, relieving an accumulated pressure. Also, any deformation due to movement would not constitute a failure of the structure, as would be the case in wall construction.

July 19, 1934.

2. Contract #1587, Mill City-Gates.

It is desired to make a change in arrangement for topping the new grade being constructed, as follows:- Under the original contract gravel topping was provided to be supplied from gravel deposits 1½ to 2 miles west of the west limit of the contract and/or any suitable material encountered within the roadbed excavation. Gravel from the source planned involved a minimum 1½ mile dead haul and an average of 3½ mile haul for the contract. The grading work has uncovered gravel in one cut near the east end of the contract which, it is believed, will care for topping requirements on the easterly two miles. Directly opposite Mill City the cut, Stations 812 to 818, was thought to be material suitable for topping and it was provided in the contract to be so used. The west end of this cut has been used for this purpose as well as the required fills to be constructed therefrom. The east end contains a fine grade of rock but is breaking up after shooting in such large pieces as to be unsuitable for even light grading work. Also, a slide of considerable magnitude one-half mile east of this cut which must be removed will supply the needed and suitable grading material to complete the grade that should have been completed from the aforementioned rock cut. This makes it possible to use the remaining rock in this cut as a crushed rock topping in lieu of gravel topping by an agreement with the contractor whereby he crushes the rock to a topping size of ¾"-0. The result will be a much better and superior surface with no additional expense as respects the topping cost. The details of this arrangement are being incorporated in a Price Agreement with the contractor.

It is desired that you give your immediate approval to these changes.

Yours very truly,

STATE HIGHWAY ENGINEER.

July 12, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Permission is hereby granted to the Oregon State Highway Commission and it's representative contractor on the Drunk's Corner-Salem section of the Salem-Dallas Highway to put down test pits on my property between Engineer's Stations 163+24 and 169+08 for the purpose of determining slide conditions. Said property is in the Northeast one-quarter of the Southwest one-quarter of Section 30, Township 7 South, Range 3 West, Willamette Meridian, Polk County, Oregon.

It is understood that the said test hole pits shall be refilled and the surface left in as satisfactory a condition as when operations are started.

We hereby waive any claim to damages resulting from the operations outlined above.

It is understood that this permit will not invalidate possible calims for damages that might arise from grading and excuvations now being done in front of the Maxwell property. Ben Maxwell

Louise Maxwell

Cost Data to June 15 June 21 1934

West Side Pacific Highw Brun Corner West Salem Sect n, Gr ng & Bituminous Macadam. Contract 1572, Prefix 27 PG.
L.O.Herrold Contractor.

nrs 18

Labor					
Labor				17,506.41	
Supervision(Includes L.O. & Mrs Herrold 2½ mo @ 300.00)				2157.25	
State Ind Acc Insurance				966.16	
					20,629.82
Materials					
12" Corr Iron Pipe T's	22 only	@	0.918	20.19	
18" " " " "	12 "	@	1.23	14.76	
12" " " "	448 lin ft	@	0.75	336.00	
18" " " "	241 " "	@	1.00	241.00	
8" Concrete Pipe	470 " "	@	0.36	169.20	
12" " "	556 " "	@	0.64	355.84	
18" " "	9 " "	@	1.50	13.50	
24" " "	93 " "	@	2.12	197.16	
30" " "	87 " "	@	3.17	275.79	
36" " "	57 " "	@	4.95	282.15	
Concrete Sand	114 cu yds	@	1.60	182.40	
Concrete Gravel	152½ " "	@	1.30	198.25	
Crushed Rock Base	1322 " "	@	0.67	885.74	
Crushed Rock for Side W	55 " "	@	0.67	36.85	
Gravel Barrow from S.P.Pit	8068½ " "	@	0.11	887.53	
Gravel Barrow from Dredge	5509 " "	@	0.25	1377.25	
Cement	991½ sacks	@	0.62½	619.68	
Expansion Joint	40 pc ½ x 6				
Expansion Joint	50 " ½ x 6¾ x 6x15			7.35	
Catch Basin Tops	8 only	@	8.00	64.00	6,164.64

RECEIVED JUN 1934

Equipment Rentals, supplies and other expenses.		
Equipment Rentals not including Trucks (Actual paid or State Rate	5806.13	
Gas , oil and grease	2802.81	
Repairs on owned and rented Equipment	1983.32	
Hired Trucks including, gas oil and grease	8055.70	
Small Tools	344.76	
Misc. Supplies	198.94	
Steam coal for rollers	283.50	
Move in charge 30%	80.07	
Form Lumber 75%	307.77	
Construction Lumber 60%	114.54	
Bid Bond	5.00	
Liability Insurance	175.00	
Bond 1% gross earnings	375.14	
		19,932.68
Grand Total of Cost		46,727.14

Total Cost to date	46,727.14
Gross Earnings "	37,514.53
Net Loss	9,212.61

Net loss equals 24.5 % of gross earnings

Note; The above cost does not include the operation of the quarry and crushing plant which is being furnished by Halterman and Laird sub-contractors. Crushed rock furnished to date shown at the contract price of 0.67 per cu yd at bunkers.

Highway, Brun Corner West Salem Sect n, Gr ng and Bituminous
Macadam Contract 1572, Prefix 27 PB
L.O.Herrold Contractor.

	Cost	Quantity	Unit Cost	Unit Bid	Gross Amt
Clear and Grub	785.53	80%			640.00
Excavation Single Class	15760.70	35280 cu yds	0.45	0.27	9525.60
Overhaul	617.20	30860 yd st	0.02	0.02	617.20
Truck Haul	7410.39	32860 yd mi	0.225	0.15	4929.00
Rock or Gravel Barrow	11151.46	13575 cu yds	0.82	0.70	9502.50
Pavement Removal	1917.16	6403 sq yds	0.30	0.35	2241.05
12" Corr Iron Pipe	617.18	448 Lin Ft	1.37	1.25	560.00
18" " " "	392.65	241 " "	1.62	1.75	421.75
8" Concrete Pipe	375.94	470 " "	0.80	0.60	282.00
12" " "	596.91	556 " "	1.07	1.00	556.00
18" " "	18.83	9 " "	2.09	1.85	16.65
24" " "	274.54	93 " "	2.95	2.75	255.75
30" " "	413.33	87 " "	4.75	4.00	348.00
36" " "	348.56	57 " "	6.11	6.00	342.00
Move 8"& 12" "	151.85	466 " "	0.33	0.50	233.00
Move 36" "	59.05	12 " "	0.49	0.50	6.00
Catch Basins	118.17	8 Only	14.77	30.00	240.00
Dry Rubble Masonry	72.40	9½ cu yds	7.62	12.00	114.00
Rock Sidewalk	101.19	50 " "	2.00	2.25	112.50
Concrete Sidewalk	296.82	220 sq yds	1.35	1.85	407.00
Concrete Curb & Gutter	2199.16	2850 lin ft	0.77	0.75	2137.50
Concrete Driveway Apron	67.83	60 sq yds	1.13	2.25	135.00
Street Turnouts	671.30	250 sq yds	2.68	2.50	625.00
Rock Base	1371.37	1322 cu yds	1.04	1.50	1983.00
Sprinkling	64.84	8 M gal	0.81	2.50	200.00
P.A.#1	48.75				48.75
P.A.#3	318.43	1011⅓ cu yds	0.315	0.50	505.00
Force Acc #1	36.55				36.55
Force " #2	469.05				493.73
	46,727.14				37,514.53

June 21 1934

West Side Pacific Highway, Brunk's Corner West Salem Section, Grading and Bituminous Macadam. Contract 1572, Prefix 27 PG.
L.O.Herrold Contractor.

Remarks;

This job was started Jan.8 and is now about 27% complete. Progress has been delayed and cost increased by wet winter weather, heavy traffic and lack of organization. Clearing and culvert Pipe are about 95% complete. Excavation and concrete work (curbs,sidewalks,drivewayaprons, retaining wall) are about 40% complete. Gravel Barrow is about 28% complete, Oiling will not be started until about August 1st.

1-1¼cu yd shovel, 1- 3/8 yd shovel, 12- 2 cu yd trucks, 1- 75 Diesel Cat. 1-60 Gas Cat. 1-7cu yd Slate scraper(with 75 D) 1-Bulldaser (with 60 Cat) are making fair progress at excavation, averaging about 115 cu yds per hour. Large boulders encountered in two large cuts,shale rock formation encountered in another cut which was broken up with rooter, hard digging through gravel under old paving, working half width of roadbed so highway could be kept open to traffic have delayed progress and increased cost.

Willamette River Gravel Bar in west Salem, did not contain sufficient fine material for gravel barrow. The dredge and dragline were released, the bunker abandoned and a shovel was brought in to S.P. gravel bar located about two miles west of bridge. Excavation work is not far enough advanced, the road bed is not preparedand the work on gravel barrow is delayed.

A ¾ cu yd P&H shovel equipped with dragline bucket digs about 70 cu yds of gravel barrow per hour when operating, The gravel barrow does not set up and it is necessary to blade sprinkle and roll often to keep road in shape for traffic.

The crusher is operating three five hour shifts per day and produces about 20 cu yds of crushed rock pr hour or 300 cu yds per day. About 7000 cu yds of base rock and shoulder rock and about 700 cu yds of crushed rock for Asphaltic Concrete on North Salem job has been produced. Production of Oil Rock will be started about July 1st if suitable Oil Rock can be obtained from this Quarry.

E.H.Clymer

By Ross C.Miles

9125-18

June 5, 1934

Mr. L. O. Herrold
241 N. Liberty Street
Salem, Oregon

Dear Sir:

I am not at all satisfied with the way you are prosecuting the work on either the Salem-Brunks Corner or the North Salem projects. Seemingly the progress has been unnecessarily slow and dilatory, and I must request that you immediately make plans to expedite the completion of these jobs.

You must realize that your slow progress interferes materially with the traffic, especially on the Salem-Brunks Corner road. This project is torn up from end to end and the people have been greatly inconvenienced. There are numerous complaints about the rough condition of the road at the present time and I take this opportunity to call your attention to the fact that in a short time people will be forced to haul fruit and other perishables to the canneries in Salem and considerable damage will result due to the bruising of these fruits unless the road is in smooth condition.

Please call at my office Saturday morning and outline your plans for the completion of both of these jobs.

Very truly yours,

State Highway Engineer

RHB:HI

JR-18

June 5, 1934

Mr. N. L. Guy
Dallas, Oregon

Dear Sir:

Responding to your communication about the hauling of fruit from Dallas to Salem, advise that we are rebuilding the section between Salem and Brunks Corners and are endeavoring to have it maintained in good condition. However, it is not possible to build a road and have a good surface at the same time. I know that you will realize that. You would not be able to build your store and occupy it at the same time.

It would be idle for me to try to promise you that this road will be in such condition that fruit will not be jarred, because it cannot be while it is being rebuilt. As soon as the road has been reconstructed, I know that you will find it much smoother and better than it ever has been. You may rest assured that we will require the contractor to do all that is possible in the way of keeping the road smooth during the hauling season.

Very truly yours,

State Highway Engineer

RHB:HI

cc Wm. E. Chandler

TOOLS - CUTLERY
GUNS & AMMUNITION
STOVES & RANGES

GUY BROTHERS
HARDWARE AND IMPLEMENTS
DALLAS, OREGON

PAINTS & OILS
SHEET METAL
PLUMBING

May 30, 1934

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

There are several hundred ton of fruit to go from here to canneries in Salem in the next month. In fact I have about 75 ton myself. As this fruit is all soft and very easily damaged, would it not be possible to have the road put in better shape near Salem? We find this road is in a terrible condition for such hauling.

Yours truly,

N L Guy

N. L. Guy

IG/NLG

---

occupants of cars,---regardless of the [illegible] warning signs. [illegible] women in delicate condition have been most severely shaken up, some to their permanent injury, I am told! It is a danger "per se", regardless of signs, and absolutely unnecessary,---yet it was left for many weeks just that way.

We do not pretend to know how to build a highway, but we cannot fail to recognize the lack of system or knowledge of construction displayed here. Couldn't some of the trouble be avoided by proper detours, or some attention to the welfare of this great traffic which is compelled to plow through torn-up roads, wear dumps of gravel, and allowed to crowd through dangerous defiles with no intelligent direction?

And for some reason or other I get quite a lot of the complaint, as people seem to think I am in some way responsible for it. I have counselled patience, and tried to practice it, and I regret exceedingly to have to write this letter.

Also, I would call your attention to the manner in which your representatives have treated Mr. Wm. LaDue, whose statement is desired. I believe he has just cause for complaint, and his statement to me about it seems incredible. Also, I would question the manner of treatment accorded the [illegible] family. [illegible] has been more than willing to co-operate with the department, and I believe it possible to smooth over these things in a fair and proper manner, without arbitrary methods, if only the primary rights of these citizens will be respected.

I hope the petition mentioned above can to some extent be forestalled by some action that will compel more consideration of the Oregon public. I have not seen it, and only just heard of it a few hours ago. I hope you will believe that my solicitude is not at all selfish, and that I regret exceedingly that there should be any occasion at all for my writing you this letter.

Surely, this new highway will be one of the most outstanding achievements of your department, and [illegible] everybody will forget the ordeal passed through in its [illegible].

With sincere personal regards, I am, truly yours,

C. A. ROBERTSON
KINGWOOD
SALEM, OREGON, U.S.A.

PH-18

May 31, 1934.

NOTED
State Highway Engineer

Mr. R.H.Baldock,
State Highway Department,
Salem, Oregon.

My dear Mr. Baldock:

It is disagreeable to me to have to write a letter of complaint to you about the awkward and amateurish manner in which this West Side road is being constructed. To-day I learned that a petition has been signed by all the businessmen on this side of the river, objecting to the way things are being done here.

The traffic here is so great, and the pain to which it is being subjected seems so severe and unnecessary, that it must be obvious that it could not continue without complaint. And as the State Highway Department must have the inspection and control of it, the blame is naturally being heaped upon it.

However, we must not forget that it is Mr. Oregon Citizen who is feeling outraged. Of course, you doubtless encounter almost everywhere certain people who like to object and to obstruct, for no good reason at all. However, I think you will find that on this side of the river such have been very few.

In my own case, in front of my house and service station, the contractors dug a ditch across the entrance about 70 feet long, blocked it almost completely,--then left it that way and went elsewhere, nearly two months ago. Just the past day or so has the ditch been filled with coarse gravel. Meanwhile the station lost over half its normal business. I would not have complained, but I know this is merely a sample of what has been going on.

I nearly gasped to see them leave those several veritable "jump-offs" over which no considerable stream of traffic could possibly go without havoc to occupants of cars,--regardless of the feeble warning signs. Imagine how many women in delicate condition have been most severely shaken up, some to their permanent injury, I am told! It is a danger "per se", regardless of signs, and absolutely unnecessary,---yet it was left for many weeks just that way.

We do not pretend to know how to build a highway, but we cannot fail to recognize the lack of system or knowledge of construction displayed here. Couldn't some of the trouble be avoided by proper detours, or some attention to the welfare of this great traffic which is compelled to plow through torn-up roads, great dumps of gravel, and allowed to crowd through dangerous defiles with no intelligent direction?

And for some reason or other I get quite a lot of the complaint, as people seem to think I am in some way responsible for it. I have counselled patience, and tried to practice it, and I regret exceedingly to have to write this letter.

Also, I would call your attention to the manner in which your representatives have treated Mr. W. Le Due, whose easement is desired. I believe he has just cause for complaint, and his statement to me about it seems incredible. Also, I would question the manner of treatment accorded the [illegible] family. [illegible] has been more than willing to co-operate with the department, and I believe it possible to smooth over these things in a fair and proper manner, without arbitrary methods, if only the primary rights of these citizens will be respected.

I hope the petition mentioned above can to some extent be forestalled by some action that will compel more consideration of Mr. Oregon Public. I have not seen it, and only just heard of it a few moments ago. I hope you will believe that my solicitude is not at all selfish, and that I regret exceedingly that there should be any occasion at all for my writing you this letter.

Anyway, this new highway will be one of the most outstanding achievements of your department, and when done I hope everybody will forget the ordeal passed through in its accomplishment.

With sincerest personal regards, Very truly yours,

C.A. Robertson

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRS 18

POST OFFICE BUILDING
PORTLAND, OREG.

May 23, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jvon

WPA 17

ion,

Hxpr- 19320

Form P. R. 2
State **Oregon**
U.S.Public Works Project No. **NRS-16.**

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

31

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OF PUBLIC R

SAN FRANCISCO

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of April, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 10th day of April, 19 19, a project statement, which was approved by the Secretary on the 7th day of May, 19 19, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for xxxxxxxxxxxxxxxxxxxxx said project which were recommended for approval by the United States District Engineer on the 13th day of December, 19 33; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thirty thousand and no/100 dollars ($130,000.00) as the share of the United States payable under said act on account of xxxxxxxxxxxxxxxxxxx said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds" appropriated by Act (Include amount, date, and citation of approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not act of legislature by which authorized) provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920 and

(~~[illegible]~~ Chap. 248, Laws of 1931.

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the west end of the Willamette River Bridge in the SW¼ of Section 22, T 7 S, R 3 W, and survey station 283+00 in the SW¼ of section 26, T 7 S, R 4 W, W.M.,

, length 5.358 miles, in Polk County,

being ~~[illegible]~~ Oregon U. S. Public Works project No. NRS-18, consisting of

5.358 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span,

~~[illegible]~~ known locally as the Brunk's Corner-West Salem section of the Salem-Dallas Highway. 8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section .... of~~ said project shall not in any event exceed the sum of one hundred thirty thousand and no/100 dollars ($130,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-six thousand, four hundred seventy-two and 14/100 dollars ($146,472.14), the approved total estimated cost of ~~Section .... of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By Wilson
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~as~~ U.S.Public Works Project No. NRS-15. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $146,472.14 as the total estimated cost of said project, and the sum of $130,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 15 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~.

By P St J Wilson
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

Cost Data to April 15 April 28 1934 MRD-18

West Side Pacific Highway, West Salem Brunk's Corner Section, Grading and Oiling
Contract 1572, Prefix 27 PB
L.C.Herrold Contractor.

	Cost	Quantity	Unit Cost	Unit Bid	Gross Amt Earned
Clear and Grub	627.72				560.00
Excavation Single Class	2385.05	4635 cu yds	0.51	0.27	1251.45
Overhaul	20.00	500 yd st	0.04	0.02	10.00
Truck Haul	305.00	600 yd mi	0.61	0.15	90.00
Rock or Grovel Borrow	1188.36	1643 cu yds	0.72	0.70	1156.00
Pavement Removal	597.45	1707 sq yds	0.35	0.35	597.45
12" Corr Iron Pipe	335.65	174 lin ft	1.92	1.25	217.50
18" " " "	297.67	130 " "	2.28	1.75	227.50
8" Concrete Pipe	397.38	470 " "	0.84	0.60	282.00
12" " "	390.59	282 " "	1.38	1.00	282.00
18 " " "	19.90	9 " "	2.21	1.85	16.65
24" " "	290.16	93 " "	3.12	2.75	255.75
30" " "	438.87	87 " "	5.04	4.00	348.00
36" " "	159.79	21 " "	7.60	6.00	126.00
Move 8&12 in Pipe	138.13	317 " "	0.44	0.50	158.50
Move 36" Pipe	62.40	12 " "	5.20	0.50	6.00
Catch Basins	80.32	5	16.06	30.00	150.00
Dry Rubble Masonry	76.28	9.5 cu yds	8.03	12.00	114.00
Concrete Curb& Gutter	1196.24	1000 lin ft	1.19	0.75	750.00
Rock Base	49.50	32 cu yds	1.55	1.50	48.00
F.A.#2	515.06				493.73
F.A.#1	13.50				13.50
	9583.02				7147.63

Total Cost to date	9583.02
Gross Earnings	7147.63
Net Loss	2435.39

Net Loss equals 25.5% of Cost

Cost Data to April 15 April 28, 1934

West Side Pacific Highway, West Salem Brunk's Corner Section Gradin and Oiling
Contract 1572, Prefix 27 PG
L.O.Herrold Contractor.

Labor		
Labor	4066.65	
Supervision	452.00	
State Industrial Acc Com Insurance	208.27	
		4726.92

Material					
Expansion Joints	40	½x6			
" "	50	½x6¾x6x15		7.35	
Cast Iron Catch Basin Top	5		@ 8.00	40.00	
12" Iron Culvert Pipe	174	lin Ft	@ .93	161.82	
18" " " "	130	" "	@ 1.35	175.50	
8" Concrete Pipe	470	" "	@ .36	169.20	
12" " "	282	" "	@ .64	180.48	
18" " "	9	" "	@ 1.50	13.50	
24" " "	93	" "	@ 2.12	197.16	
30" " "	87	" "	@ 3.17	257.79	
36" " "	21	" "	@ 4.95	103.95	
Sand for curbs & catch b	24½	cu yds	@ 1.60	39.20	
Gravel for curbs and C.B.	34	" "	@ 1.30	44.20	
Gravel for Rock Base	32	" "	@ 1.55	49.50	
Cement	41¼	Bbls	@ 2.68	128.12	
					1585.50

Equipment rental supplies and Misc.			
Equipment Rental (State rates or actual rental paid)		1488.72	
Truck Rental		655.30	
Gas , Oil and Grease		363.14	
Small Tools and Supplies		222.83	
Repairs		225.23	
Move in freight charged 14% to date		25.26	
Traffic Control Equipment		11.20	
Form Lumber	25% charged	102.59	
Construction Lumber	30% "	57.27	
Bid Bond		5.00	
Bond 1% completed work		71.41	
Liability Insurance		42.65	3270.60
Grand Total			9583.02

Note;

The above Cost does not include quarry and crushing cost ($4422.46) as no crushed rock has been delivered on the job to date.

Cos nalysis to April 15

Salem Dallas Highway, West Salem Brunks Corners Section, Grading and Oiling
Contract 1572, Prefix 27 PG.
L.O.Herrold, Contractor

Remarks:

This Job was started Jan 8. Pipe Laying is about 85% complete; curbs 35% complete; the entire job is about 5% complete.

Excavation was started in West Salem, using 1¼ Yd Shovel and a 3/8 yd shovel. Light cut (0' to 6') under old pavement, working half width of roadbed to maintain traffic, hard digging thru gravel under old pavement, and shovel operators obtained thru employment bureau not accustom to shovel, have deleyed progress and increased cost. Also old pavement was not removed as one operation but is being removed along with the excavation and then is separated partly by hand labor. Spreading, blading, rolling, and supervision are expensive due to small yardage moved. Four Grade foremen on job.

Truck Haul and Over Haul are high due to short haul, delay under shovel and a surplus of hired trucks which are idle part of the time.

The Contractor has hired the Salem Sand and Gravel Co Dredge and Trucks to dig and haul the Gravel Borrow. The Gravel Borrow is obtained from the Willamette River at West Salem. A Drag Line powered by engine on Dredge is used to drag the gravel to the west shore. A steam dredge with 3 Yd Clam Shell Bucket loads the gravel from the river into a bunker built on shore.. Cost to date is high as it has not been possible to get maximum production due to excavation not having been done and roadbed not being prepared for gravel borrow.

Cost of laying pipe is high due to hard excavating thru old gravel roadbed, crossing under pavement, boggy land, and some of the pipe unloaded in wrong location.

Progress on Curbs and Gutters was delayed by inexperienced men and lack of Radius Forms. Earth used to cover curbs while curing was hauled on flat bed truck and shoveled on and off with hand labor. The Combination Curb and Gutter complicates form setting.

Better progress should be made on this job when the contractor gets organized and the crew trained.

E.H.Clymer

By
Ross C Miles.

Cost Data to April 15 April 28. 1934

West Side Pacific Highway, West Salem, Brunk's Corner Section, Grading and Oiling. Contract 1572, Prefix 27 PG.

Cost Analysis of Operation of Quarry, Situated on Salem Dallas Highway approx two miles west of Salem.

	Cost	Quantity	Unit Cost
Strip Quarry (by L.O.Herrold)	1oo3.81	23,000 cu yds	0.043
Construct Road from Highway to Quarry (by L.O.Herrold)	210.00	" " "	0.01
Move In Crusher Equipment	270.14	" " "	0.012
Erect and set up crushing plant	1551.52	" " "	0.067
Coyote and blow Quarry	529.14	2,060 cu yds	0.264
Operate Drag Line	272.49	1,081 " "	0.252
Operate Crushing and screening plant	585.51	" " "	0.541
Work on Stock Pile (by L.O.Herrold)	99.85	" " "	0.092
	4422.46		1.281

Total Cost	1.281 per cu yd
Portion chargable to L.O.Herrold	0.145 " " "
Portion chargable to Halterman and Laird	1.136
Sub contractors bid price	.67
" " Net Loss	.466 per cu yd

Net loss to sub contractor equals 41% of Cost

Remarks; the crushed rock required for this job was subbed to Halterman and Laird for 67cents per cubic yard bunker prices not including stripping of quarry and construction of roadway from quarry to Highway.

Most of the overburden was hauled and used for embankment at excavation and truck haul price, however the pay received for excavation and truck haul was $1003.80 less than actual cost because a 3/8 yard shovelwas too small to handle material and material was hauled 1¾ miles for 7½ cents as per special agreement.

The Cozer Quarry located about 2 miles west ofSalem, and 500 feet from the Salem Dallas Highway had never been opened and considerable preliminary work has been necessary. Test holes indecate that this quarry is spotted with hard rock soft rock,clay pockets, and clay seams and sits on a bed of clay and soft rock.

The first Coyote was started on ground level but soft rock was encountered. Coyote hole then placed higher up with intention of facing up the quarry, first shot 1000# black powder brought down and loosened about 2000 cu yds rock of which about 50% was too large for the crusher and had to be bulldozed or broken with stone hammers, this slowed up crushing operation as drag line bucket could not drag in enough material to keep thecrusher operating at maximum efficiency, also dirt and clay plugged the jaws of crusher and caused delay. Output to date is about 12 cu yds per hour, and should be about 25 cu yds per hour.

The sub contractor has an excelent crushing plant with equipment in good condition He hopes to pay expenses by crushing rock for Herrold and then make his profit on future rock production which he thinks will be available as this is the only quarry rock in this vicinity.

It looks as though considerable trouble will be encountered in cleaning the oil rock unless a ledge that does not contain clay seams and pockets is located. Rock crushed to date will be used for shoulders and and surfacing and has not been washed. Equipment used is as follows; 1-80 H.P. Fairbanks Morse semi -diesel engine,1-12" jaw primary crusher,1 24" disc crusher. 1 dragline hoist and bucket powered from diesel 1 shaker screen, 1- Ingersol Rand 110 cu ft compressor, 1- belt conveyor from jaw crusher to screen,1*vertical bucket elevator from disc dumping back on conveyor 1- small pump driven with gas engine for pumping cooling water.

Approximately 5% of the crushed rock for this job has been crushed to date.

E.B.Clymer
By Ross C. Miles

Cost Data to April 15 April 28, 1934

West Side Pacific Highway, West Salem Brunk's Corner Section, Grading and Oiling.
Contract 1572, Prefix 27 PG
L.O.Herrold Contractor.

Cost Analysis of operation of Quarry, situated on Salem Dallas Highway approx. two miles west of Salem.

Labor		
Labor	1655.07	
Supervision	325.00	
State Industrial Acc. Insurance	69.40	2049.51
Equipment Rentals, Expense and Misc.		
Equipment Rentals (State rates or rents actually)	920.71	
Gas Oil, and Grease	209.02	
Truck Rental	264.70	
Lumber for Bunkers and Set Up of Crusher	194.35	
Misc Supplies	65.77	
Repairs	115.45	
Road Materials	149.80	
Move in Freight	270.14	
Engine Foundation sand, gravel and cement	37776	
Powder and Accessories	145.25	2372.95
Grand Total		4422.46

FORM B-K-1 13022 1M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

April 9, 1934

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Reference is made to your communication of the 4th instant relative to reconstruction of the existing grade crossing at West Salem. In view of Mr. Baldock's agreement to pay for the work without asking cooperation from the railroad company, we presume that the proper procedure now would be for the State to do the necessary paving work, etc., and either to move the crossing bell or have the same done by the railroad company with the understanding that we will make reimbursement. It is our thought that it would not be necessary to prepare any formal contract to be entered into between the State and Southern Pacific Company owing to the smallness of the matter.

In view of the fact that the work to be done is simply the improvement of the existing grade crossing, it is not being considered necessary to present the matter to the Public Utilities Commissioner.

We are today writing to Mr. E. L. King, Superintendent, advising him that there has been referred to you for further negotiation an agreement relative to the details of the work.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

NOTED

JWD:AW
cc Mr. R. H. Baldock

FORM 2-B-1 15693 500 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

418

March 30, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

27 PG

Mr. R. H. Baldock,
State Highway Engineer
Office.

File

Dear Sir:

Replying to your inquiry of March 23rd regarding the Herrold quarry agreement:-

I contacted Mr. Herrold and informed him that the production of rock from the quarry would not be permitted until some definite settlement had been made as to the manner under which payment for same would be handled, either by the original lease arrangement or purchase of the quarry and resale of a portion thereof as you had proposed. Mr. Herrold has just been in the office and definitely given his decision, accepting your proposal.

I have turned over to Mr. DeSouza the new print of the quarry property showing the division as agreed upon, with descriptions of the total area of 5.48 acres which we will purchase from Mr. Crozer under our option, and the 2.21 acres which is to be deeded back to Mr. Herrold for the sum of $500.00.

As this arrangement will eliminate the necessity for the State providing a stock pile site, Mr. Herrold will make his own arrangements for stock piling his bituminous rock and by-products.

Mr. DeSouza is having the deeds prepared and the deal will be consummated at the earliest possible time.

Yours very truly,

F D Eason

F. D. EASON
Assistant Division Engineer.

FDE:ZR
cc Mr. H. G. Smith
Mr. J. W. DeSouza
Mr. Wm. E. Chandler

7210 18

February 21, 1934

Sunset Pacific Oil Company
Route 1, Box 65
Linnton, Oregon

Gentlemen:

Attention Mr. E. D. Miller

Please pardon my inadvertence in omitting to inform you the amount of money drawn by L. O. Herrold from the State in connection with state highway contract No. 1572 for the construction of the Brunks Corner-West Salem Section of the Salem-Dallas Highway in Polk County. The facts are that to date no payments have been made to Mr. Herrold in connection with this work.

As soon as Mr. Herrold gets this work started we will pay him on monthly estimates, retaining a certain amount as retain percentage until completion of the project.

The date of completion specified in the contract is September 30, 1934.

Very truly yours

Secretary

HBG:jn

#1572
J [illegible]

SUNSET PACIFIC OIL COMPANY
PETROLEUM PRODUCTS

OFFICE & PLANT
ROUTE 1 BOX 65

LINNTON, OREGON

CABLE ADDRESS
"CALOIL"
"SUNPA"

February 20, 1934

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:

We wish to thank you for your letter of February 13th containing certain information relative to the L.O.Herrold contract No.1572 However, you did not give us information as to the amount drawn by the contractor to date on this contract.

We would also appreciate information as to the time limit for completion.

Thanking you,

Yours very truly,

SUNSET PACIFIC OIL COMPANY

By E. D. Miller
E.D.Miller, Vice Pres.

JBW-A

jm Book up letter HSS

No payments have been made to date.
Completion [illegible] Sept. 30, 1934

January 30, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for Brunks Corner-West Salem Section, Project No. NRS 18.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-13

BRUNK'S CORNER-WEST SALEM SECTION

OF THE SALEM-DALLAS HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1934

40' Bituminous Macadam (Sta. 0+00 to 48+44)

All Required		Clearing and Grubbing		$ 136.92
5,800	cu. yds.	Excavation, Single Classification	$ 0.27	1,566.00
8,300	yd. sta.	Overhaul	0.02	166.00
700	yd. mi.	Truck Haul	0.15	105.00
17,000	cu. yds.	Rock or Gravel Borrow	0.70	11,900.00
1,800	sq. yds.	Removal of Old Pavement	0.35	630.00
350	lin. ft.	18" Corr. Iron Pipe	1.25	437.50
80	" "	8" Concrete Pipe	0.60	48.00
285	" "	12" " "	1.00	285.00
60	" "	15" " "	1.50	90.00
50	" "	Moving 8" and 12" Culvert Pipe	0.50	25.00
10	only	Catch Basins	30.00	300.00
100	cu. yds.	Rock Sidewalk	2.25	225.00
300	sq. yds.	Concrete Sidewalks	1.85	555.00
3,000	lin. ft.	Concrete Curb and Gutter	0.75	2,250.00
340	sq. yds.	Concrete Driveway	2.25	765.00
400	" "	Concrete Street Turnouts	2.50	1,000.00
1,150	cu. yds.	Rock Base	1.50	1,725.00
500	" "	Rock Shoulders	1.60	800.00
120	" "	Rock Dust Filler	1.00	120.00
50	M-Gal.	Sprinkling	2.50	125.00
0.9	mile	Preparation of Base	440.00	396.00
2,700	cu. yds.	Furnish, Haul and Place Aggregate	1.85	4,995.00
160	tons	Asphalt in Place	30.00	4,800.00
20	"	Cut-back or Emulsified Asphalt in Seal Coat	37.00	740.00
			Sub-total	$ 34,185.42
			10% Engr. & Cont.	3,418.54
			Total	$ 37,603.96

Length 0.917 mile
Cost per mile $ 41,007.59

20' Bituminous Macadam (Sta. 48+44 to 238+00)

All Required		Clearing and Grubbing		$ 665.00
79,200	cu. yds.	Excavation, Single Classification	$ 0.27	21,384.00
66,700	yd. sta.	Overhaul	0.02	1,334.00
44,300	yd. mi.	Truck Haul	0.15	6,645.00
30,000	cu. yds.	Rock or Gravel Borrow	0.70	21,000.00
16,200	sq. yds.	Removal of Old Pavement	0.35	5,670.00
350	lin. ft.	12" Corr. Iron Pipe	1.25	437.50
50	" "	18" " " "	1.75	87.50
465	" "	12" Concrete Pipe	1.00	465.00
50	" "	18" " "	1.85	92.50
150	" "	24" " "	2.75	412.50
20	" "	30" " "	4.00	80.00
20	" "	36" " "	6.00	120.00
750	" "	Moving 6" and 12" Culvert Pipe	0.50	375.00
20	" "	Moving 36" Culvert Pipe	0.50	10.00
250	cu. yds.	Class "C" Concrete	14.00	3,500.00
40	" "	Dry Rubble Masonry	12.00	480.00
3,250	" "	Rock Base	1.50	4,875.00
2,500	" "	Rock Shoulders	1.60	4,000.00
300	" "	Rock Dust Filler	1.00	300.00
250	M-Gal.	Sprinkling	2.50	625.00
4.5	miles	Preparation of Base	440.00	1,980.00
7,300	cu. yds.	Furnish, Haul and Place Aggregate	1.85	13,505.00
390	tons	Asphalt in Place	30.00	11,700.00
50	"	Cut-Back or Emulsified Asphalt in Seal Coat	37.00	1,850.00
			Sub-total	$ 98,971.08
			10% Engr. & Cont.	9,897.10
			Total	$ 108,868.18

Length 4.441 miles

Cost per mile $ 24,514.34

SUMMARY OF FUNDS REQUESTED

	Total Cost	NRS Funds	State Funds
40' Bit. Macadam	$ 37,603.96	$ 33,375.05 (88.754+%)	$ 4,228.91
20' " "	108,868.18	96,624.95	12,243.23
Total	$146,472.14	$130,000.00 (88.754+%)	$16,472.14

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-18

BROOK'S CORNER-WEST SALEM SECTION

OF THE SALEM-DALLAS HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)
~~(Estimate to accompany plans - Not as basis for project agreement.)~~

Salem, Oregon, ~~December 12, 1933~~ January —, 1934.

40' Bituminous Macadam (Sta. 0+00 to 48+44)

All Required		Clearing and Grubbing			$ 750.00	$ 136.92
5,800	cu. yds.	Excavation, Single Classification	0.27	$ 0.30	1,740.00	1,566.00
8,300	yd. sta.	Overhaul	0.02	0.03	249.00	166.00
700	yd. mi.	Truck Haul	0.15	0.15	105.00	105.00
17,000	cu. yds.	Rock or Gravel Borrow	0.70	0.75	12,750.00	11,900.00
1,800	sq. yds.	Removal of Old Pavement	0.35	0.25	450.00	630.00
350	lin. ft.	12" Corr. Iron Pipe	1.25	1.25	437.50	437.50
80	"	"	8" Concrete Pipe	0.60	0.50	40.00	48.00
285	"	"	12" " "	1.00	1.25	356.25	285.00
60	"	"	15" " "	1.50	1.50	90.00	90.00
50	"	"	Moving 8" and 12" Culvert Pipe	0.50	0.50	25.00	25.00
10	only	Catch Basins	30.00	40.00	400.00	300.00
100	cu. yds.	Rock ~~Shoulders~~ Sidewalk	2.25	1.75	175.00	225.00
300	sq. yds.	Concrete Sidewalks	1.85	1.50	450.00	555.00
3,000	lin. ft.	Concrete Curb and Gutter	0.75	1.00	3,000.00	2,250.00
340	sq. yds.	Concrete Driveway	2.25	1.75	595.00	765.00
400	" "	Concrete Street Turnouts	2.50	2.00	800.00	1,000.00
1,150	cu. yds.	Rock Base	1.50	1.30	1,495.00	1,725.00
500	" "	Rock Shoulders	1.60	1.30	650.00	800.00
120	" "	Rock Dust Filler	1.00	1.00	120.00	120.00
50	M-Gal	Sprinkling	2.50	1.50	75.00	125.00
0.9	mile	Preparation of Base	440.00	100.00	90.00	396.00
2,700	cu. yds.	Furnish, Haul and Place Aggregate	1.85	3.00	8,100.00	4,995.00
160	tons	Asphalt in Place	30.00	26.00	4,160.00	4,800.00
20	"	Cut-back or Emulsified Asphalt in Seal Coat	37.00	25.00	500.00	740.00
				Sub-total	$ 37,602.75	$ 34,185.42
				10% Engr. & Cont.	3,760.27	3,418.54
				Total	$ 41,363.02	$ 37,603.96

Length 0.917 mile

Cost per mile ~~$ 45,106.89~~ $ 41,007.59

[illegible] 1931

20' Bituminous Macadam (Sta. 48+44 to 282+00)

All Required		Clearing and Grubbing	0.27		$ 250.00	663.08
79,200	cu. yds.	Excavation, Single Classification		$ 0.30	23,760.00	21,384.00
66,700	yd. sta.	Overhaul	0.02	0.03	2,001.00	1,334.00
44,300	yd. mi.	Truck Haul	0.15	0.15	6,645.00	6,645.00
30,000	cu. yds.	Rock or Gravel Borrow	0.70	0.75	22,500.00	21,000.00
10,200	sq. yds.	Removal of Old Pavement	0.35	0.25	2,550.00	3,570.00
350	lin. ft.	12" Corr. Iron Pipe	1.25	1.25	437.50	437.50
50	" "	18" " " "	1.75	2.00	100.00	87.50
465	" "	12" Concrete Pipe	1.00	1.25	581.25	465.00
50	" "	18" " "	1.85	2.00	100.00	92.50
150	" "	24" " "	2.75	3.00	450.00	412.50
20	" "	30" " "	4.00	4.50	90.00	80.00
20	" "	36" " "	6.00	5.50	110.00	120.00
750	" "	Moving 8" and 12" Culvert Pipe	0.50	0.50	375.00	375.00
20	" "	Moving 36" Culvert Pipe	0.50	3.00	60.00	10.00
250	cu. yds.	Class "C" Concrete	14.00	10.00	2,500.00	3,500.00
40	" "	Dry Rubble Masonry	12.00	3.00	120.00	480.00
2,850	" "	Rock Base	1.50	1.30	3,705.00	4,275.00
2,500	" "	Rock Shoulders	1.60	1.30	3,250.00	4,000.00
380	" "	Rock Dust Filler	1.00	1.00	380.00	380.00
250	M-Gal.	Sprinkling	2.50	1.50	375.00	625.00
4.5	miles	Preparation of Base	440.00	100.00	450.00	1,980.00
7,300	cu. yds.	Furnish, Haul and Place Aggregate	1.85	3.00	21,900.00	13,505.00
390	tons	Asphalt in Place	30.00	26.00	10,140.00	11,700.00
50	"	Cut-back or Emulsified Asphalt in Seal Coat	37.00	25.00	1,250.00	1,850.00
				Sub-total	$ 104,079.75	98,971.08
				10% Engr. & Cont.	10,407.97	9897.10
				Total	$ 114,487.72	108,868.18

Length 4.441 miles
Cost per mile $ ~~25,779.71~~ 24,514.34

National Recovery Secondary Highway Funds Requested:

40' Bit. Macadam	$ 41,363.02	37,603.96
20' Bit. Macadam	114,487.72	108,868.18
	$ 155,850.74	146,472.14

Summary of Funds Requested

	Total Cost	NRS Funds	State [illegible]
40' Bit Macadam	$ 37,603.96	[illegible]	[illegible]
20' Bit Macadam	108,868.18	[illegible]	[illegible]
Total	$ 146,472.14	[illegible]	[illegible]

FORM 5-8-1 12633 500 12-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

January 25, 1934.

IN REPLY PLEASE REFER TO FILE NO.

27 VI
27 PG

Mr. J. W. DeSouza,
Assistant Attorney
Office.

Dear Sir:

I visited a slide this morning on the Brunk's Corner-West Salem project. Mr. Ben Maxwell, owner of the property on which this slide exists called at Mr. Eason's home last night and stated that he was very much afraid of the condition at his place. In fact he was questioning whether he would move out of the house or not.

Mr. Eason, Mr. Neef and myself went over to look at the slide and discussed the entire situation with Mr. Maxwell. He pointed out several breaks in the ground around his house as well as in the orchard above the house. There is very little on the ground to indicate the depth of the slide, or, in fact, its seriousness. The house is on a concrete foundation and has a concrete basement and this, Mr. Maxwell states, shows no cracks. We did not go into the basement.

Mr. Maxwell says the entire movement that is shown at his place has developed in the last few days, although there has been some sloughing of the slope along the road for several years. He has been in to see the Highway Department repeatedly about the condition on the road in front of his house and has always wanted a concrete wall built. This the State has not seen fit to do, but now it is contemplated to put the concrete wall in to stop the sloughing of the slope beneath Mr. Maxwell's property.

In one place Mr. Maxwell had placed two sticks, one on either side of a crack caused by the slide, and he stated that yesterday they measured 8 inches apart. As we went over the ground today Mr. Neef measured them and they were 9 inches apart, making a movement of 1 inch during the night. There was also one place in the yard where Mr. Maxwell had put down an auger hole about 8 inches in diameter within the last two

January 25, 1934.

Mr. J. W. DeSousa - #2.

or three days, and at the time we visited it this hole was entirely closed, indicating very definitely that there is a surface movement of some depth, and is indicated in many places on this property.

Mr. Maxwell seemed to be quite badly scared of the possibility of a slip-out that would cause a movement of his house and I think this was the main reason for having us out there. He seemed quite relieved, and stated so several times, when we said it was our opinion that there was no immediate danger of any violent slippage such as he had read about in the papers as having occurred at other places.

There is apparently no immediate danger of the house moving as the cracks are not exactly above the house but a little to the west. The present plans call for a cut of 5 feet in the center of the road and the cut on the upper slope would be about 10 feet. It is very possible that this excavation will aggravate the slide condition to some extent.

I will have a survey made of this property showing the general slide condition. This will be made in much the same manner as we have made at other locations where slides have occurred or are liable to occur. This survey will show as nearly as possible the present condition of the property.

I am giving you this letter as a result of our conversation of today.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ZR

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. J. N. Bishop
Mr. F. D. Eason
Mr. J. H. Neef

FORM 5-A-1 11984 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 10,

January 9, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. L. King,
Superintendent,
Southern Pacific Company,
Portland, Ore.

Dear Sir:

Herewith please find map showing the Salem-Brunks Corner Revision as it involves your gravel bunkers near Eola Park, Polk County.

With this sketch you will see that two deadmen will be involved by this relocation. I presume they both can be swung slightly to the west but that without doubt will take some study on the ground. It will probably be advisable to retain the existing pavement to accomodate the adjacent property owners.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

January 10, 1934

Mr. L. O. Herrold
241 N. Liberty
Salem, Oregon

Dear Sir:

We are handing you four copies of Contract No. 1572 which was awarded to you by the State Highway Commission on December 28 for the construction of the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 14 of the contract and on the page marked "Additional Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Secretary

AJ

[illegible] 18

January 3, 1934

Mr. L. O. Herrald
241 N. Liberty Street
Salem, Oregon

Dear Sir:

For use in connection with the Brunks Corner-West Salem regrading and paving project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office at Dallas, Oregon.

A supply of the forms on which to make the application is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

18

December 30, 1933

Mr. L. O. Herrold
Salem
Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 28 for the regrading and paving of Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County, and has awarded to you the contract for such work at your bid price of $133,156.50.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRS 18, Brunks Corner-West Salem section of the Salem-Dallas Highway, to L. O. Herrold, Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

December 22, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your inquiry in regard to the concrete sidewalks and rock sidewalks to be constructed on the Brunk's Corner-Salem Project (NRS 18).

The only definitely planned work to be done under these two items is in West Salem between Patterson Avenue and McNary Avenue (Stations 19 to 25+30), where the roadbed excavations require the removal of approximately 205 square yards of concrete sidewalk and 50 cubic yards of rock sidewalk. The balance of the quantities included in the estimate are intended to cover such replacements of existing walks as may be found necessary during the progress of the work, but which have not shown up in the preliminary plans.

We assure you that no new walks will be constructed, except as required to replace walks which conflict with the roadway improvement.

Prints of revised plan sheet No. 4, showing the walks to be removed between Stations 19 and 25+30, are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for U. S. Public Works Project Oregon NRS-18, the Brunks Corner-West Salem Section of Salem-Dallas Highway.

This is your authority to advertise the above project.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. ANDREWS
Sr. Highway Engineer

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Brunk's Corner-West Salem Project (NRS 18).

This clause requires the contractor to carry on the work during the winter months, but at the same time gives us the control needed to prevent the construction of bituminous macadam at times when conditions are such that the performance of that part of the work would be detrimental to the finished work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

November 20, 1 9 3 3

RECEIVED
[illegible] 1933
OREGON

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are now advised that when a secondary project is within the limits of a former Federal Aid project that a new project statement will not be required. We are therefore returning the project statement and sketch maps covering U. S. Public Works project NRS 18, Brunks Corner-West Salem section, as this was covered by a former project statement.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

Encls.

November 14, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of project statement for the Brunks Corner-West Salem Section to which has been assigned Number NRS 18.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS-18
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY
NATIONAL INDUSTRIAL RECOVERY ACT
~~FEDERAL AID ROAD ACT~~xx
Approved ~~XXXXXXX~~ and acts amendatory thereof and supplementary thereto
June 16, 1933

(Date) November 14, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved June 16, 1933 ~~July 11, 1916 (39 Stat., 355), entitled~~ "An Act to encourage national industrial recovery, to foster fair competition, and to provide for the construction of certain useful public works. ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,~~" as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Brunks Corner-West Salem Sec., Salem-Dallas Hwy.
2. Between ~~control points of official description;~~ a point in W½ Sec. 26, T. 7 S. R. 3 W. and West End of Willamette River Br. near E. City Limits of West Salem
3. Between intermediate control points if used: and

County of Polk

4. Length in miles (gross) 5.4 (net) 5.4
5. Preliminary estimate of cost: Total, $ 100,000; section of road to be first improved, $ 100,000, of which $ - - is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income Sufficient to insure completion: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—6073

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Chap. 41, laws 1927 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

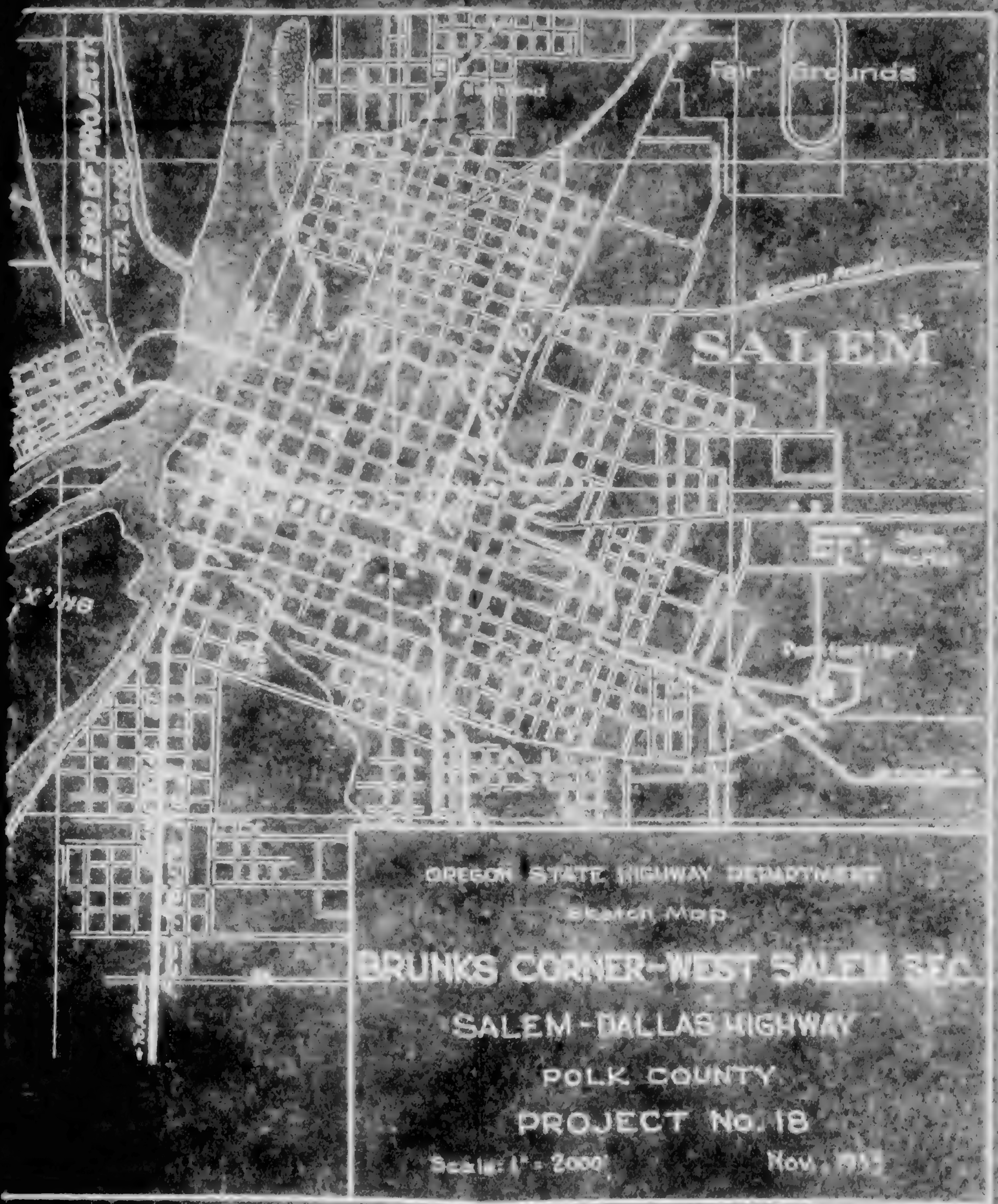
Oregon State Highway Commission
(Official title of Highway Department.)

By Leslie Scott
Chairman
(Title of officer.)

By E. B. Aldrich
Commissioner
(Title of officer.)

By
Commissioner
(Title of officer.)

EOLA



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

BRUNKS CORNER-WEST SALEM SEC.

SALEM - DALLAS HIGHWAY

POLK COUNTY

PROJECT No. 18

Scale: 1" = 2000'   Nov. [illegible]

CONTRACT #1573,
1578, 1687,

NRS 224 Brunks Corner-Oak Point Sec., 1933
Independence Hwy.
1573-1578-1687

224B

November 15, 1935.

General Casualty Company of America
C. A. Tomassene, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1678 for the construction of the McNary-Oak Point Section of the Independence Secondary Highway in Polk County, has been completed by the contractor, Theo. Arens, 10509 N. E. Sandy Blvd., Portland, and that final settlement will be made by the State with said contractor for work done under this contract, on or after November 25, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $27,838.40, including the final payment. Of this amount $55.12 was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:CE

October 2, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Brunks Corner-Oak Point Section, Project No. NRS 224, which project has been revised to include the improvement of the McNary-Oak Point Unit.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS 224 (Revised)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY
NATIONAL RECOVERY HIGHWAY ACT
~~FEDERAL AID ROAD ACT~~
~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~
Approved June 16, 1933, and acts amendatory thereof and supplementary thereto.

(Date) October 2, 1934

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916 (39 Stat., 355),~~ June 16, 1933 entitled "An Act to ~~provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,~~ encourage National Industrial Recovery, to foster fair competition, and to provide for construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agricultur under the provisions of the said Acts.

1. Local name of road Brunk's Corner-Oak Point Section, Independence Highway
2. Between ~~control points of official description:~~ a point in the NW. ¼ Sec. 10, T. 8 S., R. 4 W. and SE. ¼ Sec. 26, T. 8 S., R. 4 W.
3. Between intermediate control points if used: ______ and ______

County of Polk

4. Length in miles (gross) 3.3 (net) 3.3
5. Preliminary estimate of cost: Total, $ 61,240; section of road to be first improved, $ 27,410, of which $ ______ is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.) Sufficient to insure completion; Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 248, Laws 1930. (Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income; Chapter 41, Laws 1927; Chapter 248, Laws 1930 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by tne State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highw Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highw Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

BRUNKS CO

FOR OAK POINT
County
PROJECT

#1578

Mx 324

September 8, 1934

Mr. J. C. Allen
Dallas, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 6 advising that you have not received payment from Earl L. McNutt for labor performed for him during the last half of August in connection with his contract for the construction of the Brunks Corner-Oak Point Creek Section of the Independence Secondary Highway.

Mr. McNutt has done work for the State Highway Commission many years and we have always found him responsible and reliable. I do not believe you need have any fear that he will neglect paying you for your services, however, it might be well to call it to his attention.

If you do not receive satisfaction within the near future I would suggest that you take the matter up with the agent for the surety company that wrote the bond in connection with this job. This bond was written by Maryland Casualty Company for which Rogers, Hart & Lipscomb are agents with offices in the Railway Exchange Building, Portland, Oregon.

I am today writing Mr. McNutt concerning the matter of your claim and I trust that you will receive satisfaction in the near future.

Very truly yours

Secretary

HBG:jn

September 8, 1934

Mr. Earl L. McNutt
Eugene, Oregon

Dear Sir:

We have just received a letter from Mr. J. C. Allen, Dallas, Oregon, to the effect that he has not yet received payment for his services for the last half of August on your job between Brunks Corner and Oak Point Creek in Polk County. His letter is dated September 6. No doubt you have paid him for his services before now, in the event he had it coming.

Very truly yours

Secretary

HBG:jn

15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 6, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
Oregon State Highway Comm.
Salem, Oregon

[redacted]

Dear Sir:

We are enclosing a complaint received from Mr. J. C. Allen, a workman on the Brunks Corner job. As the final estimate has gone into the Salem office I thought it best to bring this matter to your attention.

Very truly yours,

W. H. Stewart
Resident Engineer
Dallas, Oregon

c.c. H. B. Glaisyer ✓

[illegible] Oregon
Sept [illegible] 1934

State Highway Com
Salem Oreg

Dear Sir

I have not received payment for labor on [illegible] [illegible] [illegible] [illegible] corner [illegible]

Will you please see what is wrong

Yours Truly
[illegible]

#1578

Nov 22

September 5, 1934

Maryland Casualty Company,
Rodgers Hart Banks Co., Agents,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to Earl L. McNutt on Contract No. 1578 for the construction of the Brunk's Corner-Oak Point Creek Section of the Independence Secondary Highway in Polk County. This payment will be made on or after September 15, 1934.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 338—4M—9-33.

OREG STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 1, 1934

Section Brunks Cor. - Oak Pt. Creek

Kind of work Grading and surfacing

Highway Independence Secondary

Section prefix 127 PB

Contractor Earl L. McNutt

Contract number 1578

Date of contract Dec. 28, 1933

Date of completion August 31, 1934

Date work started March 12, 1934

~~[illegible]~~ date of completion August 28, 1934

Amount of contract . . . . . . $ 15,272.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 15,211.18

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering costs to date, $ 1355.40, 8.85 %

Date project was completed August 28, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party completed final estimate Friday.

B.F.Belshee, checker will be laid off Tuesday morning.

Contractof completed job Tuesday and it was accepted.

RECEIVED
SEP 6 - 1934
OFFICE OF
CONST[illegible] ENGINEER

W. H. Stewart
Res. Engr.
Dallas, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1573

1-[illegible] 224

August 13, 1934

Hartford Accident & Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1573 for the construction of bridges over Oak Point and Rickreall Creeks on the Independence Secondary Highway No. 193 in Polk County has been completed by the contractors, Parker-Schram Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 23, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the contractors in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $14,973.21, including the final payment. Of this amount $7.16 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1573

NRS 224

July 19, 1934

Mr. H. B. Glaisyer:

Parker Schram Company completed work on the Oak Point & Rickreall Creek Bridges in Polk County, Contract #1573 on July 12, 1934. Will you please secure authorization from the Commission to make final payment on this work.

W A Reeves

W. A. Reeves

Approved by Commission 7/25/34
HBG

RR:DK

3/AS-224

June 11, 1934

Mr. C. B. McCullough:

Mr. Baldock asked concerning the progress of the work on the Rickreall Creek and Oak Point Creek Bridges on the Brunk's Corner-Independence Secondary Highway.

The deck on the Rickreall Creek Bridge was poured June 1 and we will be able to open this bridge for travel on June 21. The deck on the Oak Point Creek Bridge was poured June 5 and can be opened for travel on June 26. By these dates, the handrails should be completed and the bridge contract ready to final out.

GSPaxson
G. S. Paxson

GSP LD

RHB:
The above is in answer to
your recent inquiry
CBMcCullough
H

#1578

PR.224

June 8, 1934

Union Oil Company of California,
Portland, Oregon.

Attention: V. O. Fudge.

Gentlemen:

Receipt is acknowledged of your letter of June 7th concerning the Earl L. McNutt contract in Polk County.

Please be advised that Mr. McNutt has contract No. 1578 which is known as the Brunk's Corner-Oak Point Creek Section of the Independence Secondary Highway in Polk County. This contract consists of 0.96 mile of grading and surfacing. The bond furnished in connection with the contract was written by the Maryland Casualty Company for whom Rodgers, Banks & Limscomb, who have offices in the Railway Exchange Bldg., Portland, are resident agents. The amount of the bond is $15,272.50. The completion date of the contract is August 31, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

June 7th, 1934

Oregon State Highway Commission,
Salem, Oregon

In re: / Earl McNutt
Eugene, Ore.

Gentlemen:

It is our understanding that Earl McNutt has been awarded a road contract in the vicinity of Independence, Oregon. We anticipate making charge deliveries to Mr. W. C. Hill who is operating as sub contractor under Mr. McNutt and will therefore appreciate your supplying us with complete description of this job, together with the name of the bonding company, its agent and his address.

For your convenience, we enclose a stamped, self addressed envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

V. O Fudge
District Credit Supervisor

LH:RLB

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. U.S.P.W. NRS 224

POST OFFICE BUILDING
PORTLAND, OREG.

May 31, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jon

H4jr 19523

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-224.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 26th day of April, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 24th day of November, 1933, a project statement, which was approved by the Secretary on the 18th day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section of~~ said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-three thousand, eight hundred thirty and 61/100 dollars ($33,830.61) as the share of the United States payable under said act on account of ~~Section of~~ said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8--5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between : survey station 3+00 in the SE¼ of Section 26, T 7 S, R 4 W, W.M., and survey station 45+00 in the NW¼ of Section 35, T 7 S, R 4 W, W.M., and between survey stations 157+00 and 161+50 near the west section corner common to sections 3 and 10, T 8 S, R 4 W, W.M.,

, length 0.906 of a ~~miles~~ mile in Polk County, being Oregon U.S. Public Works project No. NRS-224, consisting of 0.860 of a ~~miles~~ mile of roadway and two bridges, each of more than 20 feet clear span, 0.046 of a mile in length, known locally as the Brunk's Corner-Oak Point Section of the Independence Highway. 518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section xxxxxxxxxxxxx of~~ said project shall not in any event exceed the sum of thirty-three thousand, eight hundred thirty and 61/100 dollars ($33,830.61), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~xxxx~~) the approved total estimated cost of ~~Section xxxxxxxxxxxxx of~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 18 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRS-224. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 33,830.61 as the total estimated cost of said project, and the sum of $ 33,830.61 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 18 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE 1931 8—4829

By
Acting Chief, Bureau of Public Roads

#1578

Mco 224

April 5, 1934

Continental Oil Company,
Butte, Montana.

Attention: C. W. Fredriksen,
Division Credit Man.

Gentlemen:

Receipt is acknowledged of your letter of April 3rd concerning Earl L. McNutt, contractor, Eugene, Oregon.

Please be advised that Mr. McNutt has state highway contract No. 1578 which is known as the Brunk's Corner-Oak Point Creek Section of the Independence Secondary Highway in Polk County, consisting of 0.96 miles of grading and surfacing. The bond furnished in connection with the contract was written by the Maryland Casualty Company for whom Rodgers Hart Banks Co., who have offices in the Railway Exchange Bldg., Portland, Oregon, are resident agents. The amount of the bond is $15,272.50. The completion date of the contract is August 31, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1578

CONOCO

CONTINENTAL OIL COMPANY

Butte, Montana
April 3, 1934

File 2[illegible]0. CWF

State Highway Department
Salem, Oregon

Gentlemen:

Re: Earl McNutt
McNutt Brothers
Eugene, Oregon

We understand the above parties have a contract near Salem, Oregon, and we are going to furnish them with some Petroleum Products, and would like to know the name and number of the job; the amount and name of the bonding company furnishing the bond; the date upon which the contract is to be completed in accordance to the contract.

We desire this information in the event that it becomes necessary for us to file a claim with the State or Bonding Company.

Yours very truly

CWFredrikson

C. W. Fredrikson
Division Creditman

MEH

FORM S A-1 11924 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 12, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Earl ~~L. McNutt,~~
351½ E. ~~Broadway,~~
Eugene, ~~Ore.~~

Dear Sir:

Your contract No. 1578, Brunk's Corner-Oak Point Creek Section of the Independence Secondary Highway in Polk County, was awarded to you on Dec. 29, 1933, and has not been started to date.

This project was let under the National Recovery Act with the expressed purpose of providing work for the unemployed. The special provisions under "Schedule of Performance, page 19, provide that all the clearing and grubbing shall be completed not later than March 15, 1934, and that grading work shall be carried on during winter months.

Weather conditions have been such that this job should have been well under way by this time. We therefore insist that work be started immediately.

Will you please let us know immediately just how soon work will be started.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓
Wm. E. Chandler
W. H. Stewart

OREGO

7-20224

February 13, 1934

Parker-Schram Co.
515 Couch Building
Portland, Oregon

Gentlemen:

We are forwarding today by express an executed copy of the contract recently awarded to you by the State Highway Commission for bridge construction on the Independence Secondary Highway in Polk County near Independence.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

February 1, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Brunks Corner-Oak Point Section, Project No. NRS-224.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-224

BRUNK'S CORNER-OAK POINT SECTION

OF THE INDEPENDENCE HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 31, 1934

Roadwork (Sta. 3+00 to 45+00) (Sta. 157+00 to 161+50)

All Required		Clearing and Grubbing		$ 1,000.00
33,000	cu. yds.	Excavation	$ 0.22	7,260.00
50,000	yd. sta.	Overhaul	0.01	500.00
1,500	yd. mi.	Truck Haul	0.30	450.00
100	lin. ft.	12" Corr. Iron Pipe	1.35	135.00
100	" "	36" Concrete Pipe	6.90	690.00
3,600	cu. yds.	Selected Roadbed Topping	0.75	2,700.00
1,500	" "	Crushed Rock or Gravel Surfacing	1.60	2,400.00
250	" "	Filler	0.20	50.00
250	yd. mi.	Hauling Filler	0.15	37.50
50	lin. ft.	Moving 9" and 12" Culvert Pipe	1.00	50.00
			Sub-total	$ 15,272.50
			10% Engr. & Cont.	1,527.25
			Total	$ 16,799.75

BRIDGES

Rickreall Creek Bridge

2,100	lin. ft.	Treated Piling	$ 1.20	$ 2,520.00
9	cu. yds.	Class "A" Concrete	21.00	189.00
95	" "	" "B" "	17.50	1,662.50
20,000	lbs.	Metal Reinforcement	0.055	1,100.00
23	M-FBM	Treated Lumber	86.00	1,978.00
43,000	lbs.	Structural Steel	0.045	1,935.00
307	lin. ft.	Composite Handrail	1.70	521.90
All Required		Removal of Old Bridge		600.00
				$ 10,506.40

Oak Point Creek Bridge

850	lin. ft.	Treated Piling	$ 1.20	$ 1,020.00
60	" "	Class "D" Concrete	17.50	1,050.00
14,000	lbs.	Metal Reinforcement	0.055	770.00
19	M-FBM	Treated Lumber	86.00	1,634.00
216	lin. ft.	Composite Handrail	1.70	367.20
All Required		Removal of Old Bridge		135.00
				$ 4,976.20

Sub-total, Bridges	$ 15,482.60
10% Engr. & Cont.	1,548.26
Total	$ 17,030.86

Length of Roadwork	0.860 mile
" " 2 Bridges	0.048 "
Total Length	0.908 "
Cost per mile, Roadwork	$ 19,534.59

National Recovery Secondary Highway Funds Requested:

Roadway	$ 16,799.75
Bridges	17,030.86
	$ 33,830.61

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1929; Chap. 246, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

—9-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 27, 1934

Section Brunks Corner- Oak Point Creek

Kind of work Grading & Surfacing

Highway Independence Secondary

Section prefix 127 PB

Contractor Earl L. McNutt

Contract number 1578 NRS 224

Date of contract Dec. 29, 1933

Date of completion August 31, 1934

Date work started --------, 193

Estimated date of completion Aug. 31, 1934

Amount of contract $15272.50

Per cent of time elapsed 13 %

Estimated cost of completed project, exclusive of engineering $15272.50

Per cent of contract completed, based on total contract price 0 %

Engineering costs to date, $40, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Nothing done on this project by party or contractor this week.

RECEIVED
JAN 2 1934

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.86	0.86			
Miles partially completed					
Miles completed					
Total estimated quantities	33,000	3600 tpg. 1500 sur.			
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time	154	17 tpg. 7 sur.			
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

Polk County, 100%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

[illegible] 224

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

CHAS. T. PARKER
CARL A. SCHRAM

PORTLAND, OREGON

January 22, 1934

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Complying with your request of January 12th;

We are returning by Express today all four copies of Contract #1573 awarded this firm by the State Highway Commission for the construction of bridges over Rickreall and Oak Point Creeks on the Independence Secondary Highway in Polk County.

All four copies of the contract and bond have been executed by both partners in accordance with your wishes and we understand that two copies will be returned after approval by the Highway Commission - one for our files and one to the surety on our bond. We regret the delay in completing these documents due to Mr. Parker's absence from the City, but trust that you have not been seriously inconvenienced thereby.

As it has always been the policy of this firm to operate under the terms of the Workmen's Compensation Act of the State of Oregon on any work performed within this State, our operations under this contract will be carried on in strict compliance with the terms of that Act, and in full cooperation with the requirements of the State Industrial Accident Commission.

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:AC

-71- 1224

January 3, 1934

Mr. Earl L. McNutt
351½ E. Broadway
Eugene, Oregon

Dear Sir:

For use in connection with the Brunks Corner-Oak Point grading and surfacing project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office at Dallas, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

nro 224

December 30, 1933

Parker-Schram Co.
515 Couch Building
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 28 for the construction of bridges over Rickreall Creek and Oak Point Creek og the Independence Secondary Highway near Independence in Polk County, and has awarded to you the contract for such work at your bid price of $15,482.60.

Please consider this letter as your authority and our request to commence immediate construction of these bridges.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Bridge Dept.

mrs 224

December 30, 1933

Mr. Earl L. McNutt
351½ E. Broadway
Eugene, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 29 for the grading and surfacing of the Brunk's Corner-Oak Point Creek Section of Independence Secondary Highway in Polk County, and has awarded to you the contract for such work at your bid price of $15,272.50.

Please consider this letter as your authority and our request to commence immediate construction of this work.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

Probert

cc ~~Chandler~~

7vro 2234

December 30, 1933

County Court of Polk County
Courthouse
Dallas, Oregon

Attention of Mr. G. L. Hawkins, County Judge

Gentlemen:

Regarding the Brunk's Corner-Oak Point Creek Section of Independence Secondary Highway, wish to advise that the regulations of the U. S. Bureau of Public Roads and the State Highway Commission prevent the award of any contract except where we have been positively informed that the rights of way have been acquired. Therefore, it will be impossible to award a contract per your telegram of December 27, but if you will notify this office, giving the date when condemnation proceedings were actually filed, the contract can be awarded.

Very satisfactory prices were obtained on this job and we are anxious to award the contract immediately, and therefore request that you supply us with this information by return mail.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:AJ

cc Stewart
Hackett

cc [illegible] for [illegible] CC - Stewart

mo 224

County Court
Polk Co - Attention
L. D. Hawkins
County Judge ~~Polk Co~~
Dallas, Oregon

Regarding the Brunks Corner - Oak Point Creek Section of the Independence Highway, wish to advise that the regulations of the U.S.B.P.R. and the State Highway Commission prevents the award of our contract except where we have been positively informed that the rights of way have been acquired. Therefore it will be impossible to award a contract per your telegram of the 27, but if you will notify this office ~~[illegible]~~, giving the ~~details~~ date when condemnation proceedings was actually filed, the contract can be awarded.

very [illegible] figures were obtained on this job and we are anxious to award the Contract immediately, and therefore request that you notify us with this information, by return mail.

Very Truly Henry [illegible]

By H.H. [illegible]
Secretary

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 29, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRS 224, grading and surfacing of Brunks Corner-Oak Point Creek section of Independence secondary highway, to Earl L. McNutt, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRS 224, bridges over Rickreall Creek and Oak Point Creek on the Independence secondary highway near Independence, to Parker-Schram Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on December 18, 1933, approved the project statement for Oregon U. S. Public Works project NRS 224, involving the improvement of a section of road in Sections 26 and 35, T 7 S, R 4 W, and the construction of a bridge across Oak Point Creek at the line dividing Sections 3 and 10, T 8 S, R 4 W, an aggregate length of 1 mile, known as the Brunk's Corner-Oak Point section of the Independence Highway, in Polk County.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for U.S.P. W. Project Oregon NRS 224, Independence Highway-Brunks Corner to Oak Point Section.

This is your authority to advertise the above project.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

It will be necessary to withhold award of contract on this until project statement has been approved.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. ANDREWS
Senior Highway Engineer

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Brunk's Corner-Oak Point Creek Project (NRS 224).

This clause requires the contractor to prosecute the work during the winter months with shut downs only at times when weather conditions are so severe that work cannot be performed with a reasonable degree of efficiency.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

Encl.

December 5, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Brunks Corner-Oak Point Section of the Independence Highway, Project No. NRS-224.

Five bid proposals and five sets of plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-[illegible]

BROWNS CORNER-OAK POINT SECTION

OF THE INDEPENDENCE HIGHWAY IN POLK COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, December 8, 1933.

Roadwork (Sta. 3+00 to 45+00) (Sta. 157+00 to 161+50)

All Required		Clearing and Grubbing		$ 1,000.00
33,000	cu. yds.	Excavation	$ 0.30	9,900.00
50,000	yd. sta.	Overhaul	0.03	1,500.00
1,500	yd. mi.	Truck Haul	0.18	270.00
100	lin. ft.	18" Corr. Iron Pipe	1.50	150.00
100	" "	36" Concrete Pipe	6.50	650.00
3,600	cu. yds.	Selected Roadbed Topping	1.00	3,600.00
1,500	" "	Crushed Rock or Gravel Surfacing	1.50	2,250.00
250	" "	Filler	0.40	100.00
250	yd. mi.	Hauling Filler	0.20	50.00
50	lin. ft.	Moving 9" and 12" Culvert Pipe	0.50	25.00
			Sub-total	$ 19,495.00
			10% Engr. & Cont.	1,949.50
			Total	$ 21,444.50

BRIDGES

Rickreall Creek Bridge

2,100	lin. ft.	Treated Piling	$ 1.00	$ 2,100.00
9	cu. yds.	Class "A" Concrete	21.00	189.00
95	" "	Class "D" Concrete	21.00	1,995.00
20,000	lbs.	Metal Reinforcement	0.055	1,100.00
23	M-FBM	Treated Lumber	90.00	2,070.00
43,000	lbs.	Structural Steel	0.065	2,795.00
307	lin. ft.	Composite Handrail	3.50	1,074.50
All Required		Removal of Old Bridge		350.00
				$ 11,673.50

Oak Point Creek Bridge

880	lin. ft.	Treated Piling	$ 1.00	$ 880.00
60	" "	Class "D" Concrete	21.00	1,260.00
14,000	lbs.	Metal Reinforcement	0.055	7,706.70
19	M-FBM	Treated Lumber	90.00	1,710.00
216	lin. ft.	Composite Handrail	3.50	756.00
All Required		Removal of Old Bridge		259.00
				$ 12,566.00

Sub-total, bridges	$ 26,199.50
10% Engr. & Cont.	2,619.95
Total	$ 28,819.45

Length of Roadwork	0.860 mile
" " 2 Bridges	0.046 "
Total length	0.906 "
Cost per mile, roadwork	$ 24,935.46

National Recovery Secondary Highway Funds Requested

Roadway	$ 21,444.50
Bridges	28,819.45
	$ 50,263.95

November 25, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Brunks Corner-Oak Point Section of the Independence Highway, to which we have assigned No. NRS 224.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS 224
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) November 24, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916 (39 Stat., 355)~~ June 16, 1933, entitled "An Act ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,~~ to encourage National Industrial Recovery, to foster fair competition and to provide for the construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Franks Corner-Oak Point Section, Independence Highway. Br. at M. P. 2.9 and Roadwork and bridge between a point in S. E. ¼, Sec. 26,
2. ~~Between control points of official description:~~ and T. 7 S., R. 4 W. and a point in N. W. ¼ of Section 35, T. 7 S., R. 4 W.
3. Between intermediate control points if used: and

County of Polk

4. Length in miles (gross) 1.0 (net) 1.0

5. Preliminary estimate of cost: Total, $59,125; section of road to be first improved, $59,125, of which $9,125 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.) Current Income sufficient to insure completion: Chapter 175, Laws 1917; Chap. 31, Laws 1920, Chapter 248, Laws 1931. (Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—8073

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Chapter 41, Laws 1927; Chapter [illegible], Laws [illegible] (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 3—[illegible]

PAC.

CONTRACT#1574,

SEE:

CONTRACT#1529,

3

1974 [illegible]: Contract 1529

8

CONTRACT #1575,

NRM 36-B The Dalles Sec. 1933-1936

1575

36-B

May 12, 1936

Memorandum to R. V. Hollenberg:

Please be advised that the final Federal Aid voucher for The Dalles Section, Project No. NRM 36-B, was audited by Mr. Critchlow of the Bureau of Public Roads on April 17, 1935.

The amount of the final voucher as prepared by this office was $8,944.13, but on account of certain items being ineligible for Federal cooperation, this amount was reduced and payment was made in the amount of $8,601.21.

J. W. Nash

Note:-
As I promised you I dug up
the attached copy of our letter of 5/9/35
to you —
But it went to Montana and
just came back today with the
attached note from N O Whipp —
Campbell 7/1
I am mailing it myself [illegible]

9, 1935

Sorry but we do not have
another copy
Campbell 6/26.

Dear Sir:

We are returning herewith the three photostatic copies of transcript of judgment concerning condemnation of that portion of the Great Southern Railway Company property on which an encroachment occurred by the construction of Oregon U.S. Public Works highway project NRM 36-B, The Dalles section of the Columbia River Highway.

It appears that there is an error in the third course "thence South 81°07' West along the south line of Second Street, a distance of 152 feet." Apparently this should read "South 81°07' East." The enclosed sketch shows the first four courses; the broken line representing the third and fourth courses as described, while the intention was evidently to describe the solid black line.

Will you please advise if the error was in the original judgment, or, if the photostatic copies were made from a typewritten transcript, if the transcript was in error. If the error was in the original, will you please advise whether there is any question as to the sufficiency of the judgment.

Since the plans do not show courses and distances in all cases, we have not been able to check the description accurately. Will you please advise us if the description correctly describes the entire encroachment.

Very truly yours,

W. H. LYNCH
District Engineer

HBS JW
Encls.

Fo   Fo 36-B

STATE HIGHWAY COMMISSION

May 9, 1935

Sorry but we do not have another copy
Campbell 6/26

Dear Sir:

We are returning herewith the three photostatic copies of transcript of judgment concerning condemnation of that portion of the Great Southern Railway Company property on which an encroachment occurred by the construction of Oregon U.S. Public Works highway project NRM 36-B, The Dalles section of the Columbia River Highway.

It appears that there is an error in the third course "thence South 81°07' West along the south line of Second Street, a distance of 152 feet." Apparently this should read "South 81°07' East." The enclosed sketch shows the first four courses; the broken line representing the third and fourth courses as described, while the intention was evidently to describe the solid black line.

Will you please advise if the error was in the original judgment, or, if the photostatic copies were made from a typewritten transcript, if the transcript was in error. If the error was in the original, will you please advise whether there is any question as to the sufficiency of the judgment.

Since the plans do not show courses and distances in all cases, we have not been able to check the description accurately. Will you please advise us if the description correctly describes the entire encroachment.

Very truly yours,

W. H. LYNCH
District Engineer

HBS JW
Encls.

For Mr Nash
SHD - Salem

May 9, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Sorry but we do not have
another copy
Cancelled 6/26.

Dear Sir:

We are returning herewith the three photostatic copies of transcript of judgment concerning condemnation of that portion of the Grant Southern Railway Company property on which an encroachment occurred by the construction of Oregon U.S. Public Works highway project NRM 36-B, The Dalles section of the Columbia River Highway.

It appears that there is an error in the third course "thence South 81°07' West along the south line of Second Street, a distance of 152 feet." Apparently this should read "South 81°07' East." The enclosed sketch shows the first four courses; the broken line representing the third and fourth courses as described, while the intention was evidently to describe the solid black line.

Will you please advise if the error was in the original judgment, or, if the photostatic copies were made from a typewritten transcript, if the transcript was in error. If the error was in the original, will you please advise whether there is any question as to the sufficiency of the judgment.

Since the plans do not show courses and distances in all cases, we have not been able to check the description accurately. Will you please advise us if the description correctly describes the entire encroachment.

Very truly yours,

W. H. LYNCH
District Engineer

HBS JW
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 15, 1935

Mr. R. H. Baldock
State HighwayEngineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of May 9, 1935, returning copies of transcript of judgment concerning condemnation of that portion of the Great Southern Railway Company property on which an encroachment occurred by the construction of Oregon U.S.Public Works project NRM 36-B, The Dalles section of the Columbia River Highway.

We have received no reply to the questions in our letter, and request that you give the matter your prompt attention as we cannot recommend the final voucher for payment until the question of right of way has been satisfactorily taken care of. Corrected copies should be furnished us, or if those returned to you are true copies of the judgment they should be resubmitted with your comments.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
Probert
State Highway Engineer

Please give this your immediate attention.

36-B

March 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of February 29th, 1936, containing an inquiry concerning the right of way for that portion of The Dalles Section, Project No. NRM 36-B, where an encroachment occurred on the property of The Dalles and Southern Railway Company.

As you will recall the Court Order, covering the purchase of this property, contained an error in the property description which has never been corrected. However, a quitclaim deed has now been secured from the railroad company, which deed contains a correct description of the property, and three copies of this deed are enclosed herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

February 29, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher for Oregon USPW Project NRM 36-B, The Dalles Section of the Columbia River Highway.

On July 29, 1935, you advised that a corrected copy of the court order required for right of way on the project was being obtained. Will you please advise when we may expect a copy of this order.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.........

POST OFFICE BUILDING
PORTLAND, OREGON

December 16, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have your letter of July 29 advising that a corrected copy of the court order for right of way on Oregon USPW Project NRM 36-B had been requested.

Inasmuch as we cannot forward the final voucher for payment until we receive a satisfactory right-of-way order, we request that you take what steps you can to expedite its preparation.

Very truly yours,

W. H. LYNCH
District Engineer

By F.E.Andrews
F. E. Andrews
Sr. Hwy. Engineer

36 B

July 29, 1935

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Attention Mr. F. E. Andrews

Dear Sir:

Regarding the right of way for Oregon U. S. Public Works project NRM 36-B, The Dalles section of the Columbia River Highway, Mr. Devers has written to the City Attorney of The Dalles for a corrected copy of the court order and has been informed that this is now being prepared.

Very truly yours,

State Highway Engineer

RHB:HI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible]

July 23, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letters of May 9 and June 15 regarding right of way for Oregon U.S.Public Works project NRM 36-B, The Dalles section of the Columbia River Highway.

Since we cannot take further action until the question of right of way is cleared up, we request that you advise us as to the present status of the matter.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Federal Aid

May 7, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 25, 1935, we are today sending, under separate cover, three copies of court order concerning condemnation of that portion of the Great Southern Railway Company property on which an encroachment occurred by the construction of The Dalles Section, Project No. NRH 36-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

April 25, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of April 21, 1934, calling attention to the following provision in the project agreement for Oregon U.S.Public Works project NRM 36-C:

> "Final payment of Federal funds shall not be made on said project until rights of way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right of way of the Great Southern Railroad."

Will you please forward copies of the right of way agreement so that we can forward the final voucher with our recommendation for approval.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM S-A-1 10919 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

3615

April 30, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. E. Peck,
Resident Engineer,
The Dalles, Ore.

Dear Sir:

Will you please go to the County Clerk's office and get a certified copy of the final order, etc., for the right of way proceeding between the City of The Dalles and the Great Southern Ry. This information is necessary in order that we may close the agreement with the Bureau for the East Entrance to The Dalles Municipal Project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R. H. Baldock ✓
K. D. Lytle
S. H. Probert
J. M. Devers

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon USPW Proj. No. NRM 36-B

POST OFFICE BUILDING
PORTLAND, OREGON

September 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

Tom

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Hwy 19520

Oregon U. S. Public Works
project No. NRM 36, Section B.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 26, 1934, by the Oregon State Highway Commission, and on May 18, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works project No. NRM 36, Section B; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section B to provide for the construction of bituminous macadam pavement over its entire length; and by reason thereof has requested that the estimate of cost approved and the Federal funds approved and set aside to the credit of said Section B be increased from $52,264.85 to $59,324.10:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture that the plans, specifications and estimate approved for Section B of said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and

> the sum of fifty-nine thousand, three hundred twenty-four and 10/100 dollars ($59,324.10) as the share of the United States payable under said act on account of Section B of said project, which is the approved total estimated cost thereof;"

To Article III shall be added paragraph (c) to read:

> "(c) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out that portion of the improvement contemplated by this agreement to which said Order applies, and that any contract let for the construction of such portion of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of fifty-nine thousand, three hundred twenty-four and 10/100 dollars ($59,324.10), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of Section B of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 16th day of August, 1934, and the Secretary of Agriculture on the 6th day of September 1934.

OREGON STATE HIGHWAY COMMISSION

By _________________________
Chairman, State Highway Commission

By _________________________
Member, State Highway Commission

By _________________________
Member, State Highway Commission.

Secretary of Agriculture

By _________________________
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works project No. NRM 36, Section B.

Form PR. 3--Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this U. S. Public Works Department as Project No. NRM 36,-B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 59,324.10 in lieu of the $52,264.85 approved by Certificate of May 18, 1934, as the total estimated cost of said project, and the sum of $ 59,324.10 / as the share of the United States, payable under said acts on account of such project, which d~~oes not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 6th day of September one thousand nine hundred and thirty-four

8—1929

~~Secretary of Agriculture~~
~~Secretary of Agriculture~~

By
Acting Chief, Bureau of Public Roads.

FORM 5-C-1 18082 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

September 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

M-RH 36-B

Attention Mr. J. N. Bishop

Dear Sir:

We have never received the time keeper's final cost report on The Dalles East Entrance Bituminous Macadam project, 33 PF account 584.

We are quite interested in keeping track of oiling costs and would appreciate it if you would do what is possible to expedite our receiving the report.

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/c

#1575

36 B

July 16, 1934

Maryland Casualty Company,
Hodgson Banks Lipscomb, Agents,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1575 for the construction of The Dalles Section of the Columbia River Highway in Wasco County has been completed by the contractors Kern & Kibbe, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 26, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $46,855.00 including the final payment. Of this amount $84.26 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

[illegible] B

July 11, 1934

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: Mr. F. Tunnard,
Surety Bond Department

Gentlemen:

Reference is made to your letter of July 6 concerning the Kern & Kibbe contract for the improvement of The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 1575.

The $45,449.35 mentioned in your letter represents only that amount already paid by the State Highway Commission to the contractor. Our retained percentage (still unpaid) is $1,405.65. Final payment to the contractor will be approximately the amount of the retained percentage. We are unable to state the definite amount at this time because the field notes have not yet been checked in this office.

It is our practice to advise the bonding company the total amount paid the contractor ten days before final payment is made and we will do likewise in connection with Kern & Kibbe's contract.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

July 9, 1934

H. B. G.

These people refer to one their forms of inquiry which was answered on July 5th.

I advised that the total amount paid to date was $45,449.35 and that the ratained percent was $1,405.65. The above figures are the same at this time as final payment has not been made. Am unable to advise the amount of final as the estimate has hot been checked. Their Portland agent will be advised of total figures ten days before final payment is made.

J. McF.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 44031 - KERN & KIBBE to STATE OF OREGON - Improvement of Dalles Section of Columbia River Highway, Wasco County - Cont. #1575.

Dear Sir:

Under date of July 5, 1934, you advised us that the above contract was accepted on June 6, 1934, and that the total amount paid to the contractor was $45,449.35. We would appreciate your advising us if $45,449.35 is the total amount to be paid to the contractor, including the final payment.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.

By F. Tunnard
Surety Bond Department.

FT

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"
PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE. - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington.
July 6, 1934.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 44031 - KERN & KIBBE to STATE OF OREGON - Improvement of Dalles Section of Columbia River Highway, Wasco County - Cont. #1575.

Dear Sir:

Under date of July 5, 1934, you advised us that the above contract was accepted on June 6, 1934, and that the total amount paid to the contractor was $45,449.35. We would appreciate your advising us if $45,449.35 is the total amount to be paid to the contractor, including the final payment.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.

By F. Tunnard
Surety Bond Department.

FT

Form 338—5M—2-34

OREG. STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

36-B

For Week Ending July 7, 1934

Section The Dalles Sec.

Kind of work Bituminous Macadam

Highway Columbia River

Section prefix 33PF

Contractor State Hy Dept

Contract number 1575

Date of contract ...., 193....

Date of completion ...., 193....

Date work started June 26, 1934

Estimated date of completion ...., 193....

Amount of contract $7059.25

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $................

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $................, ...%

Date project was completed July 6, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This section was finished on Friday July 6th.

Paving crew worked less than two days on this section the past week.

They worked 1/2 day on the third all day on the fifth and a few hours on the 6th

To date have not been able to get National Recovery Pay Roll.

RECEIVED
JUL - 1934
OFFICE OF
CONSTRUCTION ENGINEER

Signed J. E. Peck

Address The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				0.7	
Miles partially completed				0.7	
Miles completed				0.7	
Total estimated quantities Sq. yds				9500	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				6	
Average force on project for week				86	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon U. S. Public Works project NRM 36-B, The Dalles section of the Columbia River Highway.

As this project is being constructed with State forces, we should be furnished with unit price analysis for such items as are practicable of analysis. On this work the items, Placing Mineral Aggregate, Asphalt in Place, and Gravel Shoulders, should have cost analysis prepared and the usual number furnished this office. The Federal funds, of course, may not be used to pay any part of the cost of the rental on publicly owned equipment.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

FORM S-A-1 15059 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

36 B

June 21, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. E. Peck,
Resident Engineer,
The Dalles, Ore.

Dear Sir:

We find that the constructed line field notes were not sent in with the final records on The Dalles Sections. It is assumed that they were retained for the purpose of making up the constructed line map. The notes and map should be sent in at your earliest convenience in order that our records will be complete.

If you have the located line detail map it is not necessary to make a new constructed line map. We would prefer that the changes in alignment made during construction be shown on the located line map. The new location of buildings, culverts, etc., should be shown as well as alignment.

It is not necessary to make up a 400 foot constructed line map. This will be done in the Salem office.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock
K. D. Lytle

June 7, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of project agreement estimate for The Dalles Section, Project No. NRM 36-B.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 36-B

THE DALLES SECTION OF THE
COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as basis for modified agreement.)

Salem, Oregon, June 4, 1934

GRADING & SURFACING (Contract Prices)

All Required		Clearing and Grubbing		$	200.00
1,600	cu. yds.	Common Excavation	$ 0.70		1,120.00
29,000	" "	Solid Rock Excavation	0.86		24,940.00
10,200	yd. sta.	Overhaul	0.02		204.00
5,800	yd. mi.	Truck Haul	0.20		1,160.00
30	lin. ft.	12" Corr. Iron Pipe	1.45		43.50
20	" "	12" Concrete Pipe	1.45		29.00
60	" "	18" " "	2.60		156.00
160	" "	36" " "	8.50		1,360.00
4,000	sq. yds.	Removal of Old Pavement	0.25		1,000.00
550	cu. yds.	Cement Rubble Masonry	9.00		4,950.00
3,500	" "	Base Course Surfacing	1.55		5,425.00
1,200	" "	Top " "	1.55		1,860.00
320	" "	Railroad Ballast	1.30		416.00
400	" "	Filler	0.40		160.00
800	yd. mi.	Hauling Filler	0.15		120.00
200	M-Gals.	Sprinkling	3.00		600.00
3,000	lin. ft.	Cable Guard Fence	0.90		2,700.00
260	only	Railroad Cross Ties	2.50		650.00
600	lin. ft.	Relaying of Railroad Track	0.50		300.00
2	M-FBM	Treated Lumber and Timber	60.00		120.00
				$	47,513.50

BITUMINOUS MACADAM WEARING SURFACE, TYPE B-7 (Estimated Unit Prices for State Force Work).

0.7	mile	Preparation of Base	$125.00	$	87.50
1,000	cu. yds.	Placing Mineral Aggregate	1.30		1,300.00
13,000	yd. mi.	Hauling Mineral Aggregate	0.15		1,950.00
65	tons	Asphalt in Place	30.00		1,950.00
7	"	Emulsified or Cut-back Asphalt in Seal Coat	30.00		210.00
700	cu. yds.	Gravel Shoulders	0.50		350.00
3,800	yd. mi.	Hauling Gravel Shoulders	0.15		570.00
				$	6,417.50
		Sub-total		$	53,931.00
		10% Engr. & Cont.			5,393.10
		Total		$	59,324.10

Length 0.568 mile
Cost per mile $104,443.83

National Recovery Municipal Funds Requested...................... $ 59,324.10

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished Under State Contract No. 106A

470	cu. yds.	2" - 1½"	Crushed Rock in Stockpile	$1.40	$ 658.00
220	" "	1½"- ¾"	" " " "	1.40	308.00
110	" "	3/4"- ½"	" " " "	1.60	176.00
140	" "	½" - 1/8"	" " " "	1.60	224.00
					$ 1,366.00

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State " " Maintenance: City of The Dalles, - See resolution of December 18, 1933.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

POST OFFICE BUILDING
PORTLAND, OREG.

FILE No. Ore. U.S.P.W. NRM 36-B

May 31, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

H4fr 19520

Form P. R. 2
State Oregon
U.S.PublicWorks Project No. NRM-36. Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of April, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 13th day of November, 1933, a revised project statement, which was approved by the Secretary on the 22nd day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 9th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-two thousand, two hundred sixty-four and 85/100 dollars ($52,264.85) as the share of the United States payable under said act on account of Section B of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the intersection of the east side of Taylor Street with Second Street and survey station 30+00 at the east city limits, all in The Dalles, an official control point

, length 0.568 of a mile~~s~~ in Wasco County, being Section B of Oregon U.S.Public Works project No. NRM-36, consisting of 0.568 of a mile~~s~~ of roadway and no bridges, e~~ach~~ of more than 20 feet clear span, ~~of a mile in length~~ known locally as the Columbia River Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) Final payment of Federal funds shall not be made on said project until rights-of-way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right-of-way of the Great Southern Railroad.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of fifty-two thousand, two hundred sixty-four and 85/100 dollars ($52,264.85), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal~~ [illegible]

~~dollars ($~~ is ~~)~~ the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 288, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 18 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRM-36-B., State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 52,264.85 as the total estimated cost of said project, and the sum of $ 52,264.85 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 18 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE 1931 8—4829

AWS By T H. Wilson
Acting Chief, Bureau of Public Roads

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 9, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Confirming our telephone conversation of today, you are authorized to proceed with construction of Oregon U. S. Public Works project NRM 36-B, The Dalles section of the Columbia River Highway, on a force account basis, subject to the employment conditions set forth in the National Recovery Act.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
Probert
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon USPW Proj. NRM-36-B

April 21, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

We have not been furnished copies of the agreement covering encroachments on the right-of-way of the Great Southern Railroad and have therefore inserted a special clause in Article III of the project agreement stipulating that final payment of Federal funds will not be made until satisfactory right-of-way has been secured.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Noted
Tim

Encls.

FORM 5-C-1 12828 1800 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

April 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In regard to your inquiry relative to the curbing at The Dalles. The Acting Mayor, Mr. C. G. Hedges and Mr. Bloom, one of the Councilmen, advised me that they intended to build a sidewalk from the top of the Brewery Grade down to an intersection with Taylor Street and asked if we would cooperate to the extent of building the curb from Taylor Street up to a point where the Brewery Grade and our highway separate as the pedestrial traffic up the hill is quite heavy and they fear some one will be hurt if no walk is provided.

The City does not have the money to put in a concrete walk at this time but they have promised to put in a gravel walk at once and later form a sidewalk district and build a concrete walk all the way up the hill.

As to the height of the curb: We figured to leave a six inch face. The topping is approximately ten inches thick, the shoulders are about three inches, which only leaves the curb five inches in the solid ground. That is the reason why we decided on 24" as the height of the curb.

As an inducement for us to build the curb, the City agreed to furnish the sand and gravel, which is about all they can do at this time. If the regulations of the Bureau forbids the City furnishing these materials they can make a private agreement with the contractor and we can make up a new Price Agreement.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

P. S. There has never been any walk along the old road.

K.D.L.

FORM S-A-1 19748 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

36-R

OREGON STATE HIGHWAY COMMISSION
SALEM

April 12, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

NOTED
[illegible] Highway Engineer

Dear Sir:

In regard to the price agreement for 800 lineal feet of curb on The Dalles Section, will you kindly give a more detailed explanation of this project stating why it is necessary to build a curb now if cement walk is to be built later.

We have never included side-walks in any of our projects unless they are a replacement of existing walks made necessary by the destruction of the original. Has the city agreed to build this walk later?

If the curb is necessary why is a curb 24" deep necessary? Our ordinary curbs usually call for one about 14" total depth.

It is also against the Bureau regul-tions to furnish material to the contractor, therefore the price agreement should not include this. I presume that there is no way to prevent the city from giving Kern & Kibbe so much gravel, but it should not be stated as part of the agreement.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

April 12, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed ten copies of pages 13 and 14 of the special provisions for projects Nos. NRM 36-B and NRH 117-H, which pages have been revised. Please replace the corresponding pages in bid proposals which you now have with these which we are enclosing.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 9, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for modifying Oregon U.S.Public Works project NRM 36-B, The Dalles section of the Columbia River Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

ion

April 6, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany bituminous macadam specifications for The Dalles Section, Project No. NRM 36-B.

There being available near this project sufficient mineral aggregate in stockpiles, these being produced in 1929 under state contract No. 1064, a bituminous macadam wearing surface type B-7 has been specified for this project to utilize these stockpiled materials which, due to the sizes and quantities, limit the work to that type of wearing surface. No cooperation is being requested on the stockpiled materials.

We are sending, under separate cover, five blueprint copies of the plan summary sheet and five bid proposals.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

1933

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 36-B

THE DALLES SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany bituminous macadam specifications. Not as basis for modified agreement.)

Salem, Oregon, April 6, 1934

GRADING & SURFACING

All Required		Clearing and Grubbing		$ 200.00
1,600	cu. yds.	Common Excavation	$ 0.70	1,120.00
29,000	" "	Solid Rock Excavation	0.86	24,940.00
10,200	yd. sta.	Overhaul	0.02	204.00
5,800	yd. mi.	Truck Haul	0.20	1,160.00
30	lin. ft.	12" Corr. Iron Pipe	1.45	43.50
20	" "	12" Concrete Pipe	1.45	29.00
60	" "	18" " "	2.60	156.00
160	" "	36" " "	8.50	1,360.00
4,000	sq. yds.	Removal of Old Pavement	0.25	1,000.00
550	cu. yds.	Cement Rubble Masonry	9.00	4,950.00
3,500	" "	Base Course Surfacing	1.55	5,425.00
1,200	" "	Top " "	1.55	1,860.00
320	" "	Railroad Ballast	1.30	416.00
400	" "	Filler	0.40	160.00
800	yd. mi.	Hauling Filler	0.15	120.00
200	M-Gals.	Sprinkling	3.00	600.00
3,000	lin. ft.	Cable Guard Fence	0.90	2,700.00
260	only	Railroad Cross Ties	2.50	650.00
600	lin. ft.	Relaying of Railroad Track	0.50	300.00
2	M-FBM	Treated Lumber and Timber	60.00	120.00
				$ 47,513.50

BITUMINOUS MACADAM WEARING SURFACE, TYPE B-2

0.7	mile	Preparation of Base	$ 125.00	$ 87.50
1,000	cu. yds.	Placing Mineral Aggregate	1.30	1,300.00
13,000	yd. mi.	Hauling Mineral Aggregate	0.15	1,950.00
65	tons	Asphalt in Place	30.00	1,950.00
7	"	Emulsified or Cut-back Asphalt in Seal Coat	30.00	210.00

700	cu. yds.	Gravel Shoulders	$ 0.50	$ 350.00
3,800	yd. mi.	Hauling Gravel Shoulders	0.15	570.00
				$ 6,417.50

Sub-total	$ 53,931.00
10% Engr. & Cont.	5,393.10
Total	$ 59,324.10

Length	0.568 mile
Cost per mile	$ 104,443.63

National Recovery Municipal Funds Requested.....................$ 59,324.10

NON-PARTICIPATING ITEMS

Mineral Aggregate Furnished Under State Contract No. 1064

470	cu. yds.	2" - 1½" Crushed Rock in Stockpile	$ 1.40	$ 658.00
220	" "	1½" - ¾" " " " "	1.40	308.00
110	" "	¾" - ½" " " " "	1.60	176.00
140	" "	½" - 1/8" " " " "	1.60	224.00
				$ 1,366.00

Funds for [illegible] Chap. 175 Laws 1917; Chap. [illegible] Laws 1930
" " Maint. City of The Dalles - see resolution of December 18 1933

FORM 9-G-4 12682 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

36 B

April 3, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In writing up the specifications for the bituminous macadam on The Dalles Section, I find that the piles from which the aggregate is to be taken were incorrectly given and I wish you would substitute the paragraph on the attached sheet for the one near the bottom of page 2 of the specifications.

Yours very truly

K. D. Lytle
Division Engineer

NOTED
State Highway Engineer

kdl/c
encl.

Size of Rock	Stock Pile Locations on Columbia River MP 98.2	100.5	103.9	105.9	107.6	110.8	Chandler's Crusher
2" - 1½"		100	250	100	25		
1½"- 3/4"	220						
3/4"-½"							115
½" - ¼"						140 or	180
¼" - ⅛"							60

#1575

36-B

March 27, 1934

Richfield Oil Company of California,
P. O. Box 1823,
Seattle, Washington.

Attention: S. E. Robbin.

Gentlemen:

Receipt is acknowledged of your letter of March 22nd concerning Kern & Kibbe, contractors.

Please be advised that the above firm have contract No. 1575 - The Dalles Section of the Columbia River Highway in Wasco County. This contract consists of 0.7 mile of grading and surfacing. The bond furnished in connection with the contract was written by the Maryland Casualty Company for whom Rodgers Hart Banks Company who have offices in the Railway Exchange Bldg., Portland, Oregon, are resident agents. The amount of the bond is $47,513.50. The completion date of the contract is June 30, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Richfield Oil Company
of California
WILLIAM C. McDUFFIE, RECEIVER
GENERAL OFFICE 555 SOUTH FLOWER STREET LOS ANGELES CALIFORNIA
NORTHERN DIVISION
901 HARRISON STREET
Seattle

Dictated 3-21-34
March 22, 1934.

State of Oregon
Department of Public Works
Division of High-ways
Salem, Oregon.

SUBJECT: Contract #5175,
Salem, Oregon.

Gentlemen:

It is our understanding that the subject contract has been let to Kern & Kibbe, Portland, Oregon.

Will you please be kind enough to give us the following information.

a. Official name or number of the contract.
b. Official and correct name of the firm or individual to whom the contract was let.
c. Total amount of the contract.
d. Amount of the material bond.
e. Name and address of the bonding company furnishing the material bond.
f. Approximate expected date of completion of the job.

We are enclosing a self-addressed, stamped envelope and wish to thank you in advance for your cooperation.

Yours very truly,

RICHFIELD OIL COMPANY OF CALIFORNIA
William C. McDuffie, Receiver

R. R. HALL, Division Manager-Northern Division

By S E Robbin
S. E. Robbin, Credit Manager.

"NO STATEMENT, REPRESENTATION, ADMISSION, OFFER, ACCEPTANCE, OR OTHER LANGUAGE PURPORTING TO HAVE LEGAL EFFECT CONTAINED IN THIS LETTER IS AUTHORIZED BY, SHALL BE BINDING UPON, OR IS MADE FOR OR ON BEHALF OF RICHFIELD OIL COMPANY OF CALIFORNIA, WILLIAM C. MCDUFFIE AS RECEIVER OF RICHFIELD OIL COMPANY OF CALIFORNIA, OR THE RECEIVERSHIP ESTATE, AS THE WRITER IS WITHOUT AUTHORITY IN THESE RESPECTS."

FORM 2-A-4 12929 REV 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 26, 1934.

IN REPLY PLEASE REFER TO FILE NO. 1 -1

Mr. E. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

It is Mr. Baldock's desire to contract the construction of the bituminous macadam (Type B-7) and the gravel shoulders on The Dalles Section of the Columbia River Highway because of the amount of money involved.

Please submit Special Provisions and estimate at your early convenience. The job should be placed for an early letting.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

FORM 5-C-1 12955 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

6-B

March 24, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

We sent in some samples of the topping being used on The Dalles job and the report shows that it does not pass the tests specified for this job. The laboratory numbers were 56825 and 56826.

To correct the top course the contractor intends to purchase crushed materials from the Chandler pit. This material will then be satisfactory. However, the contractor will be put to a good deal of expense to correct the grading on the base and as far as I can see we would not secure any better results and I would therefore recommend that we take the material for base that we have been getting. So far, they have not done much topping and will probably not be doing any for the next ten days.

Will you write me as to your views in this matter?

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

January 30, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for The Dalles Section, Project No. NRM 36-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 34-B

THE DALLES SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.

Salem, Oregon, January 25, 1934

All Required		Clearing and Grubbing		$ 200.00
1,600	cu. yds.	Common Excavation	$ 0.70	1,120.00
29,000	" "	Solid Rock Excavation	0.86	24,940.00
10,200	yd. sta.	Overhaul	0.02	204.00
5,800	yd. mi.	Truck Haul	0.20	1,160.00
30	lin. ft.	12" Corr. Iron Pipe	1.45	43.50
20	" "	12" Concrete Pipe	1.45	29.00
60	" "	18" " "	2.60	156.00
160	" "	36" " "	8.50	1,360.00
4,000	sq. yds.	Removal of Old Pavement	0.25	1,000.00
550	cu. yds.	Cement Rubble Masonry	9.00	4,950.00
3,500	" "	Base Course Surfacing	1.55	5,425.00
1,200	" "	Top " "	1.55	1,860.00
320	" "	Railroad Ballast	1.30	416.00
400	" "	Filler	0.40	160.00
800	yd. mi.	Hauling Filler	0.15	120.00
200	M-Gals.	Sprinkling	3.00	600.00
3,000	lin. ft.	Cable Guard Fence	0.90	2,700.00
260	only	Railroad Cross Ties	2.50	650.00
600	lin. ft.	Relaying of Railroad Track	0.50	300.00
2	M-FBM	Treated Lumber and Timber	60.00	120.00

Sub-total	$ 47,513.50
10% Engr. & Cont.	4,751.35
Total	$ 52,264.85

Length	0.568 mile
Cost per mile	$ 92,015.58

National Recovery Municipal Funds Requested........................$ 52,264.85

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920
Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

826

January 22, 1934

Kern & Kibbe
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

We are sending to you, by express, one fully executed copy of State Highway Contract No.1575 which was awarded to you on December 29th for grading and surfacing The Dalles Section of the Columbia River Highway in Wasco County.

This copy is sent to you for your files.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT
J. C. WILLEVER, FIRST VICE-PRESIDENT

1207-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

[illegible] 1-17 19 34

To W H [illegible]

Street and No. Dist Engr U S [illegible] Public Roads

Place Portland Oregon

[illegible] NRM-26-13

The Dalles

1575

[illegible]
[illegible] Engr

RECEIVED
JAN 1 3 1934
OFFICE OF
CONSTRUC[illegible]

[illegible]

...'s address
...ference

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS.

174
Sender's telephone number

compliance therewith.

Very truly yours

Secretary

AJ

36-B

January 4, 1934

Kern & Kibbe
42 S. E. Salmon St.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 1575 which was awarded to you by the State Highway Commission for the grading and surfacing of the The Dalles Section of the Columbia River Highway in Wasco County.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 14 of the contract and on the page marked "Additional Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Secretary

AJ

76B

January 5, 1934

Kern & Kibbe
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

For use in connection with the Dalles grading and surfacing project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office in the City Hall at The Dalles, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FORM S-C-1 11549 800 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

36-B

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 4, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Resident Engineer J. E. Peck, at The Dalles, advises Kern & Kibbe's superintendent has requested stakes on The Dalles East Entrance Project.

We are mailing Mr. Peck the 1"=50' scale map of this project today but believe the notes are in your office. Will you please send Mr. Peck the notes and a blueprint of the profile?

Yours very truly

K. D. Lytle
Division Engineer

By

W. O Widdows

wow/c

FORM 8-B-1 11549 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

36-B

January 3, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. J. N. Bishop

Dear Sir:

In response to the request contained in your letter of December 18, there are attached hereto estimates of cost on the following jobs:

The Dalles 0.8 Miles Bituminous Macadam, Type B-7.
Williamson River, 500 feet oiling and fill.
Altamont Canal, 0.35 miles of oiling, O-11 Specification.

If you want Minor Betterment Orders made for these jobs, please advise.

In the job at Altamont Canal, I figured to purchase additional rock as the amount now in stockpile will probably be needed for maintenance.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

Estimate of Cost

Bituminous Macadam - Type B-7

The Dalles Section

Columbia River Highway

Preparation of Base	0. 72	Miles	@ $125.00	$ 90.00
Placing Mineral Aggregate	1,100	Cu. Yds.	@ 1.15	1265.00
Hauling Mineral Aggregate	11,000	Yd. Mi.	@ 0.15	1650.00
Asphalt in Place	65	Tons	@ 23.00	1495.00
Cut back Asph. in Seal	7	Tons	@ 23.00	161.00
Gravel Shoulders	700	C.Y.	@ 0.30	210.00
Hauling Shoulder Materials	4,000	Yd.Mi.	@ 0.12	480.00
Sprinkling	50	M.Gals.	@ 2.00	100.00
		Sub Total		$5451.00

Items to be furnished

330 Cu. Yds. Crushed Gravel @ $1.00 F.O.B. bunker	330.00
Royalty on 700 Cu.Yds. Shoulder Materials @ $0.05	35.00
	$5816.00
Engineering & Contingencies	584.00
	$6400.00

Note: There is sufficient rock belonging to the State scattered about in various piles, with the exception of 330 Cu. Yds., to do this job. This 330 Cu. Yds. will be purchased from Chandlers. Haul on this is included in above estimate. Shoulder material to be taken from Chandler Pit. For full specifications and further details see special provisions now on file in H. G. Smith's office.

36-B

December 30, 1933

Karn & Kibbe
42 S. E. Salmon St.
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 29 for the grading and surfacing of The Dalles Section of the Columbia River Highway in Wasco County, and has awarded to you the contract for such work at your bid price of $47,513.50.

Please consider this letter as your authority and our request to commence immediate construction of this work.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc [illegible] Project

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 29, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRM 36-B, The Dalles section of the Columbia River Highway, to Kern & Kibbe, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM 5-G-1 11648 900 10-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

36-B

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

December 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Attached are Division Engineer's Estimates of Cost on The Dalles Project and the Bend Project, for which the Commission is receiving bids on December 29th.

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

REFERRED TO
Probert
State Highway Engineer

wow/c
encl.

Division Engineer's

Estimate of Cost

The Dalles Section

Grading and Surfacing

Clearing & Brubbing	All	Specified			$300.00
Common Excavation	1,600	C.Y.	@	$0.30	480.00
Solid Rock Excavation	29,000	C.Y.	@	1.00	29,000.00
Overhaul	10,200	Yd.Sta.	@	0.02	204.00
Truck Haul	5,800	Yd.Mi.	@	0.16	928.00
12" Corrugated Iron Pipe	30	Lin.Ft.	@	1.50	45.00
12" Concrete Pipe	20	" "	@	1.60	32.00
18# Concrete Pipe	60	" "	@	1.75	105.00
36" " "	160	" "	@	5.00	800.00
Removal of Old Pavement	4,000	S. Y.	@	0.20	800.00
Cement Rubble Masonry	550	C.Y.	@	11.00	6,050.00
Base Course Surfacing	3,500	C. Y.	@	1.00	3,500.00
Top Course Surfacing	1,200	C. Y.	@	1.20	1,440.00
Railroad Ballast	320	C. Y.	@	1.30	416.00
Filler	400	C. Y.	@	0.35	140.00
Hauling Filler	800	Yd.Mi.	@	0.15	120.00
Sprinkling	200	M.Gals.	@	1.75	350.00
Cable Guard Fence	3,000	Lin.Ft.	@	0.75	2,250.00
Railroad Cross Ties	260	Only	@	1.20	312.00
Relaying Railroad Track	600	Lin.Ft.	@	0.30	180.00
Treated Lumber & Timber	2	M. FBM	@	80.00	160.00
			Total		$47,612.00

December 14, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

This is to advise that upon completion of the grading and gravel surfacing work to be done on The Dalles Section of the Columbia River Highway (Project No. NRM 56-B), the State will either oil the section or construct a bituminous macadam wearing surface thereon as may later be determined.

Our present plan is to do the oiling or bituminous macadam construction with one of our state oiling crews and without federal participation in the cost.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

December 9, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for U.S. Public "orks Project Oregon NRM-36-B, surfacing 0.568 miles of the Columbia River Highway in The Dalles.

This is your authority to advertise the above project.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated, as well as copies of town resolution covering maintenance.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

December 6, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for The Dalles Section, Project No. [illegible]. 36-B

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-37-B 36-B

THE DALLES SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement, based on [illegible] bid prices.
~~(Estimate to accompany plans. Not as basis for project agreement.)~~

January —, 1934.
Salem, Oregon, ~~December 7, 1933~~

All Required		Clearing and Grubbing			$ 300.00	200.00
1,600	cu. yds.	Common Excavation	0.70	$ 0.30	480.00	1,120.00
29,000	" "	Solid Rock Excavation	0.86	0.95	27,550.00	24,940.00
10,200	yd. sta.	Overhaul	0.02	0.02	204.00	204.00
5,800	yd. mi.	Truck Haul	0.20	0.15	870.00	1,160.00
30	lin. ft.	12" Corr. Iron Pipe	1.45	1.50	45.00	43.50
20	" "	12" Concrete Pipe	1.45	1.50	30.00	29.00
60	" "	18" " "	2.60	2.50	150.00	156.00
160	" "	36" " "	8.50	6.00	960.00	1,360.00
4,000	sq. yds.	Removal of Old Pavement	0.25	0.40	1,600.00	1,000.00
550	cu. yds.	Cement Rubble Masonry	9.00	14.00	7,700.00	4,950.00
3,500	" "	Base Course Surfacing	1.55	1.50	5,250.00	5,425.00
1,200	" "	Top " "	1.55	1.50	1,800.00	1,860.00
320	" "	Railroad Ballast	1.30	1.50	480.00	416.00
400	" "	Filler	0.40	0.50	200.00	160.00
800	yd. mi.	Hauling Filler	0.15	0.15	120.00	120.00
200	M.Gals	Sprinkling	3.00	2.00	400.00	600.00
3,000	lin. ft.	Cable Guard Fence	0.90	1.00	3,000.00	2,700.00
260	only	Railroad Cross Ties	2.50	1.50	390.00	650.00
600	lin. ft.	Relaying of Railroad Track	0.50	1.00	600.00	300.00
2	M-FBM	Treated Lumber and Timber	60.00	80.00	160.00	120.00
			Sub-total		$ 52,289.00	47,513.50
			10% Engr. & Cont.		5,228.90	4751.35
			Total		$ 57,517.90	52,264.85

Length 0.568 mile

Cost per mile $ 101,263.90 92,015.58

National Recovery Municipal Funds Requested $ ~~57,517.90~~ 52,264.85

Funds for maint. Chap [illegible] Laws 19[illegible] Chap 58 Laws 1931

CONTRACT#1576,

SEE:

CONTRACT#1438

1

1576 [illegible]

CONTRACT#1577,

SEE:

CONTRACT#1561,

[illegible] Contract 1962

CONTRACT#1578,

SEE:

CONTRACT#1573,

1578 SEE: Contract 1573

CONTRACT#1579,

SEE:

CONTRACT#1436

15 [illegible]

CONTRACT #1580,

NRS 226 Abiqua Cr. Sec., Cascade Hwy. 1933

1580

#1580

226

January 25, 1935

Hon. Earl Snell,
Secretary of State
Capitol Building

Dear Sir:

Thank you for your letter of January 24 enclosing a copy of a letter from F. C. Dillard advising that his claim against the bond furnished by the Oregon & Washington Bridge Company in connection with State Highway Contract No. 1580 has been satisfied.

We are today notifying the surety company and the contractor to this effect.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

January 25, 1935

Aetna Casualty & Surety Company
Gates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from the Secretary of State advising that the claim of F. C. Dillard against the bond furnished by the Oregon & Washington Bridge Company in connection with State Highway Contract No. 1580 has been satisfied.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Oregon-Washington Bridge Co.,
Toledo, Washington

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 24, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information, a copy of a letter from F. C. Dillard advising that his notice of claim against the bond taken from the Oregon & Washington Bridge Company, and the Aetna Casualty & Surety Company, surety, has been satisfied.

The records of this office show that the above claim was filed in this office on November 27, 1934, as No. 2463.

Yours very truly,

Earl Snell
Secretary of State

HM
enc. 1

COPY

F. C. DILLARD
Engineer and Contractor
Medford, Oregon

Jan. 21, 1935.

Mr.Earl Snell
Sec. of State
Salem, Oregon

Dear Sir-

Enclose copy of claim I filed with the Secretary of State on Nov. 26, 1934, against the Oregon & Washington Bridge Co.

I wish to advise you that this claim has now been satisfied in full and I release all claim against any amounts due said company from the State of Oregon.

Very truly yours
F. C. DILLARD

#1580

Marion Co

January 24, 1935

226

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1580 for the construction of a bridge over the Abiqua River near Silverton on the Cascade Secondary Highway in Marion County has been completed by the contractors, Oregon-Washington Bridge Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 2nd, 1935.

The State has been advised of the claim of F. C. Dillard, in the sum of $1,000.00 for equipment rental, against this contract. You are advised that the State assumes no responsibility for this claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $19,656.58 including the final payment. Of this amount $249.75 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

January 3, 1935

Mr. George A. Herder, Adjuster
Aetna Casualty and Surety Company
Yeon Building
Portland, Oregon

Attention: Mr. Carl V. Mautz

Dear Sir:

Reply is made to your letter of January 2nd concerning the Oregon-Washington Bridge Company's contract No. 1580 for the construction of a bridge over the Umpqua River on the Cascade Secondary Highway in Marion County.

Search of our records reveals that final payment has not yet been made in connection with this job. Our retained percentage amounts to $569.03. The final payment will amount to a little more than the retained percentage but the exact amount can not be stated at this time due to the fact that there is a disagreement in regard to the quantities involved.

Very truly yours,

HBC:OG

Secretary

#1580
Marion Co

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster.

PORTLAND, ORE.,

Jan. 2, 1935.

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract 1580 - Oregon-Washington
Bridge Company

Dear Sir:

Your letter of December 3rd which is hereby acknowledged indicated this job was completed by the contractor on August 13th and was accepted by the State Highway Commission August 17th.

We would like to know if the final estimate has been issued and whether final payment has been made. If final payment has not been made, will you kindly advise the amount that is being withheld as retained percentage.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Mautz

CVM V

Second Final $2,645.60 warrant
mailed Oct. 5th.

Retained is $569.03 Bridge Dept
advises that Final will be of approx
$900.00. Final held on account of not
being able to reach agreement on
quantities.

ÆTNA CASUALTY AND SURETY COMPANY

226

December 3, 1934

Mr. George A. Mercer, Adjuster
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention of Mr. Carl V. Mautz

Dear Sir:

Replying to your inquiry of November 30 regarding Oregon-Washington Bridge Company's contract No. 1580 for the construction of a bridge over the Abiqua River near Silverton:

This job was completed by the contractor on August 13, 1934 and was accepted by the State Highway Commission on August 17, 1934.

We have no record of any claims outstanding against this work.

Very truly yours,

Secretary

HBG:AJ

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

Nov. 30, 1934

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bridge No. 2012 - 2013
Oregon Washington Bridge Company
Contract No. 1580

Dear Sir:

Please advise the date of completion of this contract and the date of acceptance by the Highway Commission.

Please furnish us with a list of all claims filed against the contract.

Yours very truly,

George A. Mercer, Adjuster
By Carl V. Mautz

CVm V

[illegible]

#1580

December 1, 1934

226

Aetna Casualty & Surety Co.,
Bates, Lively & Pearson,
Yeon Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by F. C. Dillard against the bond furnished by the Oregon-Washington Bridge Company in connection with State Highway Contract No. 1580 which was awarded the Oregon-Washington Bridge Company for the construction of a bridge over the Abiqua River near Silverton on the Cascade Secondary Highway. As you will note, this claim amounts to $1,000.00 and represents rental of a shovel.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Oregon-Washington Bridge Co.,
Toledo, Washington

December 1, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL BUILDING

Dear Sir:

Wish to thank you for your letter of November 23 with attached copies of Notice of Claim which has been filed by F. C. Dillard against the bond furnished by the Oregon & Washington Bridge Company in connection with State Highway Contract No. 1580 covering bridge construction over Abiqua River near Silverton on the Cascade Secondary Highway.

In accordance with our usual practice we are today sending a copy of this notice of claim to the surety company and the contractor.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

November 28, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by F. C. Dillard for $1000.00 against the bond taken from Oregon & Washington Bridge Company, principal, and Aetna Casualty & Surety Company, surety, for work on project No. 1580.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

Hw
encs. 3

COPY

November 26, 1934.

To
P. J. Stadelman
Secretary of State
State of Oregon,
Salem, Oregon.

Notice is hereby given that the undersigned, F. C. Dillard, of Medford, Oregon, has a claim for rental of a one yard Link Belt shovel for two months in the sum of $1,000.00 against the bond taken from the Oregon & Washington Bridge Co. of Toledo, Washington, as principal and the AEtna Casualty & Surety Co. as surety for the work of bridge fill construction near Silverton, Oregon, designated as the Abique River Bridge, State of Oregon Project No. 1580, bridge construction and approaches.

F. C. Dillard (Signed)
F. C. Dillard,
Medford, Oregon.

Endorsed: File #2465
Filed Nov. 27, 1934
P. J. STADELMAN
Secretary of State

#1580

226

September 25, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to the Oregon-Washington Bridge Company on Contract No. 1580 for the construction of a bridge over Abiqua River on the Cascade Secondary Highway in Marion County near Silverton. This payment will be made on or after October 5, 1934. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1580

NRS226

August 15, 1934.

Mr. H. B. Glaisyer

Will you please secure authority for us to make final payment to the Oregon-Washington Bridge Company for their work on the Abiqua River Bridge, contract No. 1580. Work on this job was completed August 13, 1934.

W. A. Reeves
W A Reeves

ap.

Approved by Commission 8/17/34
HBG

#1580

nrs 226

July 20, 1934

Chas. R. McCormick Lumber Company,
McCormick Terminal,
Portland, Oregon.

Gentlemen:

In response to your inquiry of July 19th we wish to advise that the bond which was furnished by the Oregon-Washington Bridge Company in connection with their contract No. 1580 - Bridge over the Abiqua River on the Cascade Secondary Highway, was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson, who have offices in the Yeon Building, Portland, are resident agents.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1580

SEATTLE N YORK PHILADELPHIA LOS ANGELE SA EGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICE PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT -
ST HELENS, OREGON
PORT GAMBLE, WASH
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

Mar. Co.

July 19, 1934.

Oregon State Highway Commission
Salem, Oregon.

Attention Mr. H. B. Glaisyer, Secy.

Gentlemen:

Please furnish us name of bondsman for the Oregon Washington Bridge Co., covering contract with them for building a bridge over Abiqua River in Marion County near Silverton, Oregon.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,

By CW Phillips
Auditor.

CWP-N

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRS 226

May 23, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Awpr - 19326

Form P. R. 2

State OREGON

U.S.Public Works Project No. NRS-226.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of April, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 1st day of December, 1933, a project statement, which was approved by the Secretary on the 16th day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-three thousand, two hundred four and 64/100 dollars ($23,204.64) as the share of the United States payable under said act on account of [redacted] said project, which is [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 100+00 in the NW¼ of Section 30, T 6 S, R 1 E, W.M., and survey station 120+00 in the SW¼ of Section 19, T 6 S, R 1 E, W.M.,

, length 0.378 of a mile~~s~~, in Marion County, being xxxxxxxxxxxxxxx Oregon U.S.Public Works project No. NRS-226, consisting of 0.342 of a mile~~s~~ of roadway and 2 bridges, each of more than 20 feet clear span, 0.036 of a mile in length, known locally as the Abiqua Creek Section of the Cascade Highway between Silverton and Marquam.

8-5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of twenty-three thousand, two hundred four and 64/100 dollars ($ 23,204.64), certified to the Secretary of the Treasury as above mentioned, which [redacted]

[redacted] is [redacted], the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248,
(Include reference to statute authorizing

Laws of 1931.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

[illegible]

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads,

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRS-226. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $23,204.64 as the total estimated cost of said project, and the sum of $23,204.64 as the share of the United States, payable under said acts on account of such project, which is the ~~pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 14 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture

By

Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

226

February 13, 1934

Oregon-Washington Bridge Co.
Toledo, Washington

Dear Sir:

We are forwarding by express, for your files and records, an executed copy of the contract recently awarded to you by the State Highway Commission for bridge construction over the Abiqua River on the Cascade Secondary Highway in Marion County.

Very truly yours

STATE HIGHWAY COMMISSION

SECRETARY

HBG
jn

January 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Abiqua Creek Section, Project No. NRS 226.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-228

ABIQUA CREEK SECTION OF THE

CASCADE HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, January 23, 1934

Roadwork

All Required		Clearing and Grubbing		$ 50.00
8,000	cu. yds.	Excavation, Single Classification	$ 0.40	3,200.00
17,500	yd. sta.	Overhaul	0.03	525.00
700	yd. mi.	Truck Haul	0.04	28.00
50	lin. ft.	12" Concrete Pipe	1.00	50.00
1,600	sq. yds.	Removal of Old Pavement	0.40	640.00
800	cu. yds.	Base Course Surfacing	1.70	1,360.00
500	" "	Top Course Surfacing	1.70	850.00
150	" "	Filler	0.50	75.00
100	yd. mi.	Hauling Filler	0.20	20.00
			Sub-total	$ 6,798.00
			10% Engr. & Cont.	679.80
			Total - - -	$ 7,477.80

Abiqua Creek Bridge

180	cu. yds.	Excavation	$ 4.00	$ 720.00
10	" "	Excavation below Plans	6.00	60.00
92	" "	Class "B" Concrete	20.00	1,840.00
22	" "	" "A" "	20.00	440.00
100	" "	" "D" "	18.00	1,800.00
28,000	lbs.	Metal Reinforcement	.0525	1,470.00
27	M-FBM	Treated Lumber	87.00	2,349.00
52,000	lbs.	Structural Steel	.05	2,600.00
340	lin. ft.	Composite Handrail	2.50	850.00
All Required		Remove old Structure		300.00
				$ 12,429.00

Abiqua Creek Overflow Bridge

75	cu. yds.	Excavation	$ 3.00	$ 225.00
17	" "	Class "B" Concrete	20.00	340.00
25	" "	" "D" "	18.00	450.00
3,450	lbs.	Metal Reinforcement	.0525	181.13
6	M-FBM	Treated Lumber	87.00	522.00
52	lin. ft.	Composite Handrail	2.50	130.00
All Required		Remove old Structure		20.00
				$ 1,868.13

Sub-total, Bridges	$14,297.13
10% Engr. & Cont.	1,429.71
Total, Bridges	$15,726.84

Length of Roadway	0.342 mile
" " 2 Bridges	0.036 "
Total length	0.378 "
Cost per mile, roadwork	$ 21,864.91

National Recovery Secondary Highway Funds Requested:

Roadwork	$ 7,477.80
Bridges	15,726.84
	$ 23,204.64

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920: Chapter 248, Laws 1931.
State Funds for Maintenance: Chapter 41, Laws 1927: Chapter 248, Laws 1931.

7-1226

January 17, 1934

Oregon-Washington Bridge Co.
Toledo, Washington

Gentlemen:

We are sending you, herewith, four copies of Contract No. 1580 which was awarded to you by the State Highway Commission on January 8th for bridge construction over the Abiqua River, near Silverton, on the Cascade Secondary Highway in Marion County.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the provision relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MC

Secretary

926

C
O
P
Y

January 11, 1934

County Court of Marion County
J. C. Siegmund, Judge
Court House
Salem, Oregon

Gentleman:

This will acknowledge receipt of and thank you for your letter of January 11 advising that the right of way has been acquired for the Pudding River, Abiqua and Butte Creek Bridges, bids for the construction of which were received by the State Highway Commission on December 29, 1933.

The contracts for the construction of these bridges were officially awarded on January 8, 1934, and the contractors have been advised that they may commence construction operations immediately.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

nrs 226

January 11, 1934

Oregon-Washington Bridge Company
Toledo, Washington

Gentlemen:

On December 29, 1933, you submitted to the State Highway Commission the low bid for the construction of a bridge over the Abiqua River on the Cascade Secondary Highway near Silverton in Marion County, Oregon. The Commission deferred the award of this contract to you pending advice from the Marion County Court that right of way required therefor had been acquired.

I am pleased to inform you that this matter has now been clarified to the satisfaction of the Commission and the Commission has awarded to you as of January 8, 1934, thecontract for this work. Please consider this letter as official notice of the award of this contract and as authority to commence construction operations immediately.

Contract forms are being prepared and will be mailed to you for execution within a short time.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

c.c. Bridge Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

January 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRS 226, bridge over Abiqua River on Cascade secondary highway near Silverton, to the Oregon-Washington Bridge Co., Toledo, Washington, who submitted the low bid.

Very truly yours,

W. F. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

December 19, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In your letter of December 13th, concerning the Abiqua Creek Section (NRS 226), you inquire as to our plans for a higher type of surfacing than is called for by the plans submitted.

Our plan in connection with this project is to top the crushed gravel surfacing with a two-inch asphaltic concrete wearing surface. The work will probably be done by one of our portable paving plants in July or August of the coming year.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications, estimate and project statement for Oregon U. S. Public Works project NRS 226, the Abiqua Creek section of the Cascade Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Please advise us concerning your plans as to a higher type of surfacing. The untreated gravel proposed will, it appears to us, be somewhat of a hazard as the surface for a considerable distance on both ends is of bituminous concrete.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Highway Engineer

December 11, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Abiqua Bridge Section, Project No. [illegible].

Five sets of blueprint layout plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl

Oregon State Highway Department

National Recovery Secondary
Highway Project No. [illegible]

ABIQUA CREEK SECTION OF THE
CASCADE HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on Low Bid Prices)

~~(Estimate to accompany plans. Not as basis for project agreement.~~

[illegible]

Salem, Oregon, December 11, 1933

Roadwork

All Required		Clearing and Grubbing			$ [illegible]	50.00
8,000	cu. yds.	Excavation, Single Classification	.40	$ 0.40	3,200.00	3200.00
17,500	yd. sta.	Overhaul	.03	[illegible]	[illegible]	525.00
700	yd. mi.	Truck Haul	.04	0.15	105.00	28.00
50	lin. ft.	12" Concrete Pipe	1.00	1.50	75.00	50.00
1,600	sq. yds.	Removal of Old Pavement	.40	0.30	480.00	640.00
800	cu. yds.	Base Course Surfacing	1.70	1.50	1,200.00	1360.00
500	" "	Top " "	1.70	1.75	875.00	850.00
150	" "	Filler	.50	0.50	75.00	75.00
100	yd. mi.	Hauling Filler	.20	0.20	20.00	20.00
			Sub-total		$ 6,755.00	6,798.00
			10% Engr. & Cont.		675.50	679.80
			Total		$ 7,430.50	7,477.80

Abiqua Creek Bridge

180	cu. yds.	Excavation	4.00	$ 3.00	$ 540.00	720.00
10	" "	Excavation below Plans	6.00	5.00	50.00	60.00
92	" "	Class "B" Concrete	20.00	20.00	1,840.00	1840.00
22	" "	" "A" "	[illegible]	22.00	484.00	440.00
100	" "	" "D" "	18.00	22.00	2,200.00	1800.00
28,000	lbs.	Metal Reinforcement	.0525	0.055	1,540.00	1470.00
27	M-FBM	Treated Lumber	87.00	95.00	2,565.00	2349.00
52,000	lbs.	Structural Steel	.05	0.065	3,380.00	2600.00
340	lin. ft.	Composite Handrail	2.50	4.00	1,360.00	850.00
All Required		Remove old Structure			500.00	300.00
					$14,459.00	12429.00

Abiqua Creek Overflow Bridge

75	cu. yds.	Excavation	3.00	$ 3.00	$ 225.00	225.00
17	" "	Class "B" Concrete	20.00	20.00	340.00	340.00
25	" "	" "D" "	18.00	22.00	550.00	450.00
3,450	lbs.	Metal Reinforcement	.0525	0.055	189.75	181.13
6	M-FBM	Treated Lumber	87.00	96.00	576.00	522.00
52	lin. ft.	Composite Handrail	2.50	4.00	208.00	130.00
All Required		Remove old Structure			100.00	20.00
					$ 2,188.75	1868.13

Sub-total, Bridges	$ 16,641.75	14,297.13
10% Engr. & Cont.	1,664.17	14.29.71
		15,726.84
Total, Bridges	$ 18,305.92	

Length of Roadway	0.342 mile
" " 2 Bridges	.034 "
Total length	0.376 "

Cost per mile, roadwork $ 21,724.60 21,864.91

National Recovery Secondary Highway Funds Requested:

Roadwork	$ 7,428.50	7477.80
Bridges	18,305.92	15 726.84
	$ 25,734.42	23,204.64

[illegible]

[illegible]

December 1, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed three copies of project statement for the Abiqua Creek Section of the Cascade Highway to which has been assigned No. 226.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS-226
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~
~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~
NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) December 1, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916 (39 Stat., 355)~~ June 16, 1933, entitled "An Act ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,~~ to encourage national industrial recovery, to foster fair competition and to provide for the construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agricultur under the provisions of the said Acts.

1. Local name of road Abiqua Creek Section, Cascade Highway
2. Between control points of official description: Two brs. and apprs. located between a pt. in S.W. ¼ Sec. 19, T. 6 S., R. 1 ~~and~~ E. and a pt. in N.W. ¼ Sec. 30, T. 6 S., R. 1 E.
3. Between intermediate control points if used: .... and ....

County of Marion

4. Length in miles (gross) 0.4 (net) 0.4
5. Preliminary estimate of cost: Total, $ 15,000; section of road to be first improved, $ 15,000, of which $ 15,000 is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: .... (Amount.)

Current income sufficient to insure completion: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
(Source; refer to statute.)

(*b*) County ....
(Amount.) (Source; refer to statute.)

8—8079

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current income; Chap. 41, laws 1927; Chap. 243, laws 1931 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks: Proposed work consists of bridge construction and earth approaches with rock or gravel surfacing

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

As Chairman (Title of officer.)

By

As Commissioner (Title of officer.)

By

As Commissioner (Title of officer.)

CONTRACT # 1581,

NRS 225 Butte Creek Sec., Woodburn- 1933
Sandy Hwy.
1581

Federal

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

February 16, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher for Oregon U. S. Public Works project NRS 225-A, Butte Creek Bridge section of the Woodburn-Sandy Highway, recently submitted in the amount of $2,841.12.

We note that in carrying forward the cost of engineering and contingencies on the bridge section, the amount was increased from $556.24 to $556.25. We are forwarding the voucher recommending approval in the reduced amount of $2,841.11.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

J 44

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

The Acting Chief of Bureau on September 4, 1934, approved the project statement for Oregon USPW Highway Project No. NRS 225-Rev., involving the improvement of 2.9 miles of road known as the Butte-Creek-Rock Creek Section of the Woodburn-Sandy Highway in Clackamas and Marion Counties.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Senior Highway Engineer

#1581

-Mro 225

August 29, 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1581 for the construction of a bridge over Butte Creek near Woodburn on the Woodburn-Mt. Hood Loop Secondary Highway in Marion County has been completed by the contractors, Birkmeier & Saremal, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 8, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debtsm dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $20,292.17 including the final payment. Of this amount $146.35 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

August 28, 1934

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of revised project statement for the Butte Creek-Rock Creek Section, Project No. NRS 225.

The new work, being near that which was included under the original NRS 225, it appears desirable to extend that project and to assign NRS 225-B to the new work. If you do not agree to this procedure, please advise us.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS 225 (Revised)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY
NATIONAL RECOVERY HIGHWAY ACT
~~FEDERAL AID ROAD ACT~~
~~[illegible]~~
Approved June 16, 1933, and acts amendatory
thereof and supplementary thereto.

(Date) August 24th, 1934.

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916 (39 Stat., 355)~~ June 16, 1933, entitled "An Act ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes~~ to encourage National Industrial Recovery, to foster fair competition, and to provide for construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Butte Creek-Rock Creek Section, Woodburn-Sandy Highway
2. Between ~~control points or official description~~ a point in SE¼ Sec. 7, T. 5 S., R. 1 E., and a point near the West boundary of the W. ½ of ~~and~~ Sec. 10, T. 5 S., R. 1 E.
3. Between intermediate control points if used: and

County of Clackamas

4. Length in miles (gross) 2.9 (net) 2.9
5. Preliminary estimate of cost: Total, $ 32,000; section of road to be ~~first~~ next improved, $ 10,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)
Sufficient to insure completion: Chapter 175, Laws 1917: Chapter 31, Laws 1920: Chapter 248, Laws 1930.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—8072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income: Chapter 41, Laws 1927. Chapter 248, Laws 1930.

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon.

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highwa Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highwa Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official State Highway Department.)

By

Chairman
(Title of officer.)

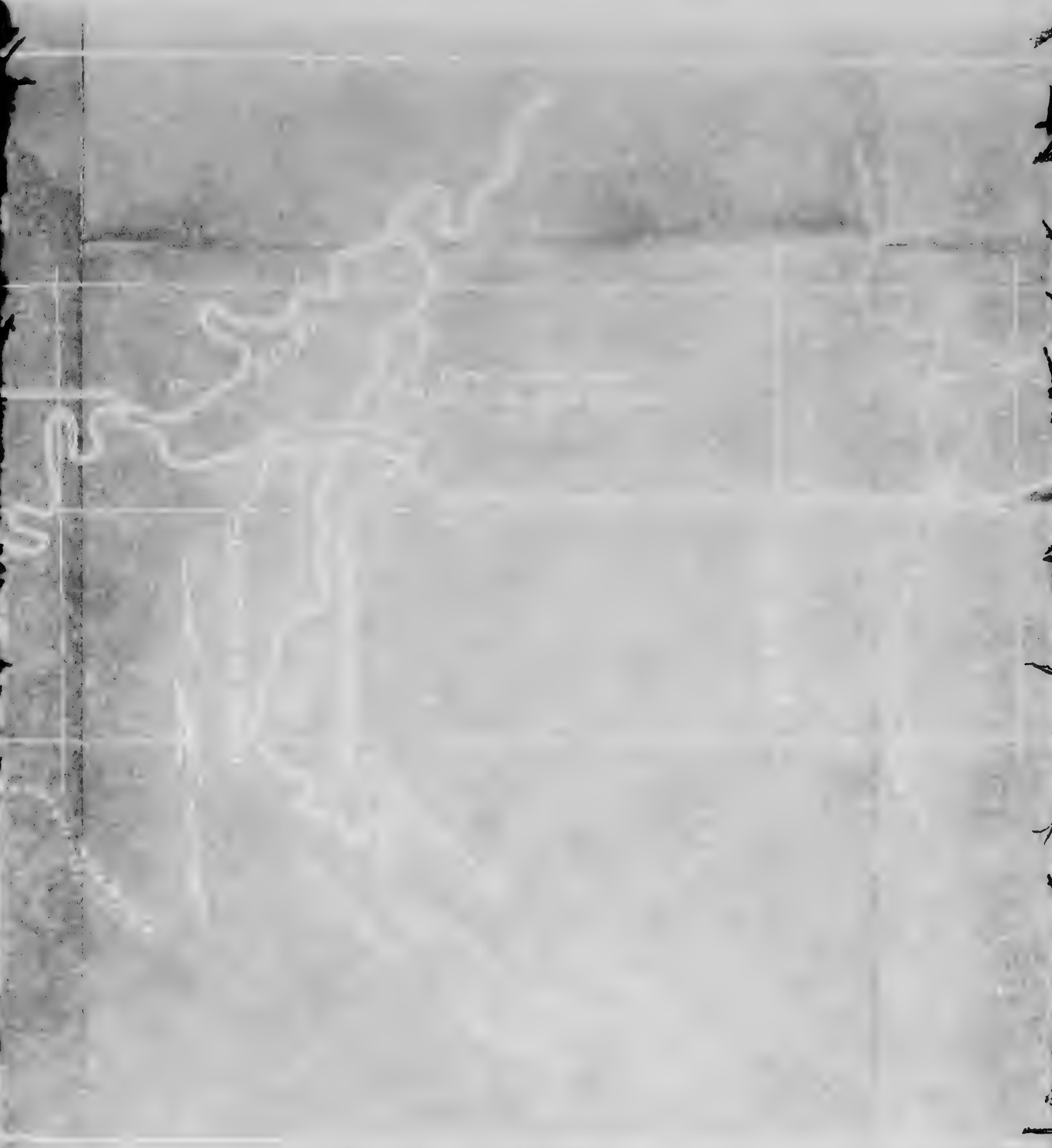
By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—8073



Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRS 225

POST OFFICE BUILDING
PORTLAND, OREG.

May 23, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Hwy. 19341

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-225.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 19th day of April, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 1st day of December, 1933, a project statement, which was approved by the Secretary on the 18th day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section of~~ said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-one thousand, eight hundred thirty and 05/100 dollars ($21,830.05) as the share of the United States payable under said act on account of ~~Section of~~ said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 94+23.8 and survey station 119+50.6, all in the SW¼ of Section 11, T 5 S, R 1 W, W.M.,

, length 0.478 of a mile~~s~~ in Marion & Clackamas Counties

being ~~Section~~ of Oregon U.S.Public Works project No. NRS-225, consisting of

0.442 of a mile~~s~~ of roadway and one bridge~~s~~ of more than 20 feet clear span, 0.036

of a mile in length, known locally as the Butte Creek Section of the Woodburn-Sandy Highway between Woodburn and Molalla. 8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~S[illegible]~~ said project shall not in any event exceed the sum of twenty-one thousand, eight hundred thirty and 05/100 dollars ($ 21,830.05), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible] not exceed the authorized Federal percentage amount of~~

~~dollars ($~~ is ~~xxxxx)~~, the approved total estimated cost of ~~[illegible]~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20-foot clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oreg[illegible]**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Public Works** Project **[illegible]-225.** State of **Oregon**

SECOND. That in accordance with said provisions I have approved the sum of $ **21,530.05** as the total estimated cost of said project, and the sum of $ **21,530.05** as the share of the United States, payable under said acts on account of such project, which **is the** ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 15 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 19[illegible] 8—4829

By

Acting Chief, Bureau of Public Roads

February 2, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Pudding River Section, Project No. NRS 227.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-827

PUDDING RIVER SECTION OF

THE HILLSBORO-WOODBURN HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 1, 1934

BRIDGE

5,250	lin. ft.	Treated Trestle Piling	$ 0.89	$ 4,672.50
15	cu. yds.	Class "A" Concrete	23.00	345.00
62	" "	" "D" "	22.00	1,364.00
16,000	lbs.	Metal Reinforcement	0.05	800.00
22	M-FBM	Treated Lumber	88.50	1,947.00
68,000	lbs.	Structural Steel	0.047	3,196.00
434	lin. ft.	Treated Trestle Superstructure	23.00	9,982.00
All Required		Removal of Old Bridge		350.00
			Sub-total	$ 22,656.50
			10% Engr. & Cont.	2,265.65
			Total	$ 24,922.15

ROADWAY APPROACHES

All Required		Clearing and Grubbing		$ 250.00
8,800	cu. yds.	Excavation, Single Classification	$ 0.40	3,520.00
2,700	yd. sta.	Overhaul	0.03	81.00
4,200	yd. mi.	Truck Haul	0.20	840.00
360	cu. yds.	Top Course Surfacing	1.75	630.00
600	" "	Base Course Surfacing	1.50	900.00
100	" "	Filler	0.50	50.00
100	yd. mi.	Hauling Filler	0.25	25.00
			Sub-total	$ 6,296.00
			10% Engr. & Cont.	629.60
			Total	$ 6,925.60

Length of Bridge	0.161	mile
" " Earth Approaches	0.322	"
Total Length	0.483	"

Cost per mile, roadwork $ 21,806.07

National Recovery Secondary Highway Funds Requested:

Bridge	$ 24,919.15
Roadwork	6,928.60
	$ 31,847.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

February 2, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Butte Creek Section, Project No. NRS 225.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-226

BUTTE CREEK SECTION OF THE

WOODBURN-SANDY HIGHWAY IN MARION AND CLACKAMAS COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 1, 1934

BRIDGE

2,100	lin. ft.	Treated Trestle Piling	$ 0.90	$ 1,890.00
122	cu. yds.	Class "B" Concrete	20.00	2,440.00
26,000	lbs.	Metal Reinforcement	0.055	1,430.00
26	M-FBM	Treated Lumber	92.00	2,392.00
34,000	lbs.	Structural Steel	0.055	1,870.00
395	lin. ft.	Composite Handrail	3.00	1,185.00
All Required		Removal of Old Bridge		350.00
		Sub-total		$ 11,557.00
		10% Engr. & Cont.		1,155.70
		Total		$ 12,712.70

ROADWAY APPROACHES

All Required		Clearing and Grubbing		$ 500.00
15,000	cu. yds.	Excavation, Single Classification	$ 0.30	4,500.00
12,300	yd. sta.	Overhaul	0.02	246.00
2,300	yd. mi.	Truck Haul	0.20	460.00
200	cu. yds.	Salvaging Surfacing Materials	0.60	120.00
500	" "	Top Course Surfacing	1.75	875.00
850	" "	Bottom Course Surfacing	1.75	1,487.50
100	" "	Filler	0.50	50.00
100	yd. mi.	Hauling Filler	0.50	50.00
		Sub-total		$ 8,288.50
		10% Engr. & Cont.		828.85
		Total		$ 9,117.35

Length of Bridge	0.036 mile
" " Roadway Approaches	0.442 "
Total Length	0.478 "
Cost per mile, Roadway	$ 20,627.48

National Recovery Secondary Highway Funds Requested:

Bridge	$ 12,712.70
Roadway	9,117.35
	$ 21,830.05

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920, Chap. 348, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 348, laws 1931

Two 225

January 25, 1934

Birkemeier & Saremal
Governor Building
Portland, Oregon

Gentlemen:

We are sending you by express an executed copy of the contract that was recently awarded to you for the construction of a bridge over Butte Creek on Woodburn-Mt. Hood Loop Secondary Highway in Marion County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

225
~~226~~
~~227~~

24-5

January 11, 1934

County Court of Marion County
J. C. Siegmund, Judge
Court House
Salem, Oregon

Gentlemen:

This will acknowledge receipt of and thank you for your letter of January 11 advising that the right of way has been acquired for the Pudding River, Abiqua and Butte Creek Bridges, bids for the construction of which were received by the State Highway Commission on December 29, 1933.

The contracts for the construction of these bridges were officially awarded on January 8, 1934, and the contractors have been advised that they may commence construction operations immediately.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

nis 225

January 11, 1934

Birkemeier & Saremal
519 Governor Building
Portland, Oregon

Gentlemen:

On December 29, 1933, you submitted to the State Highway Commission the low bid for the construction of a bridge over Butte Creek on the Woodburn-Mt. Hood Secondary Highway near Woodburn in Marion and Clackamas Counties, Oregon. The Commission deferred the award of this contract to you pending advice from the Marion and Clackamas Counties County Courts that right of way required therefor had been acquired. I am pleased to inform you that this matter has now been clarified to the satisfaction of the Commission and the Commission has awarded to you as of January 8, 1934, the contract for this work.

Please consider this letter as official notice of the award of this contract and as authority to commence construction operations immediately. Contract forms are being prepared and will be mailed to you for execution within a short time.

Yours very truly

Secretary

HBG:jn

c.c. Bridge Dept.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works project NRS 225, bridge over Butte Creek on Woodburn-Mt.Hood secondary highway near Woodburn, to Birkemeier & Saramal, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on December 18 approved the project statement for Oregon U. S. Public Works project No. NRS 225, involving the construction of a bridge and approaches across Butte Creek, 0.5 of a mile in length, in Sections 10 and 11, T 5 S, R 1 E, W.M., known as the Butte Creek section of the Woodburn-Sandy Highway, in Marion and Clackamas Counties.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for U.S.P.W. project Oregon NRS-225, Butte Creek Bridge Section of Woodburn-Sandy Highway.

This is your authority to advertise the above project.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. ANDREWS
Senior Highway Engineer

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Butte Creek Section, Project NRS 225.

Five sets of blueprint layout plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Bash
Asst. Office Engr.

JWB:ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. [illegible]

BUTTE CREEK SECTION OF THE

WOODBURN-SANDY HIGHWAY IN MARION AND CLACKAMAS COUNTIES

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, December 12, 1933

BRIDGE

2,100	lin. ft.	Treated Piling	$ 1.00	$ 2,100.00
122	cu. yds.	Class "D" Concrete	22.00	2,684.00
26,000	lbs.	Metal Reinforcement	0.055	1,430.00
26	M-FBM	Treated Lumber	90.00	2,340.00
34,000	lbs.	Structural Steel	0.065	2,210.00
395	lin. ft.	Composite Handrail	3.50	1,382.50
All Required		Removal of Old Bridge		750.00
			Sub-total	$ 12,896.50
			10% Engr. & Cont.	1,289.65
			Total	$ 14,186.15

ROADWAY APPROACHES

All Required		Clearing and Grubbing		$ 600.00
15,000	cu. yds.	Excavation, Single Classification	$ 0.35	5,250.00
12,300	yd. sta.	Overhaul	0.03	369.00
2,300	yd. mi.	Truck Haul	0.20	460.00
200	cu. yds.	Salvaging Surfacing Materials	1.00	200.00
500	" "	Top Course Surfacing	1.75	875.00
850	" "	Bottom Course Surfacing	1.50	1,275.00
100	" "	Filler	0.50	50.00
100	yd. mi.	Hauling Filler	0.20	20.00
			Sub-total	$ 9,099.00
			10% Engr. & Cont.	909.90
			Total	$ 10,008.90

Length of Bridge	0.036 mile
" " Roadway Approaches	0.442 "
Total Length	0.478 "
Cost per mile, Roadway	$ 22,644.57

National Recovery Secondary Highway Funds Requested;

Bridge	$ 14,186.15
Roadway	10,008.90
	$ 24,195.05

December 1, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed three copies of project statement for the Butte Creek Section of the Woodburn-Sandy Highway to which has been assigned No. 225.

The required additional copies of project statement for this project, as well as Nos. 226 and 227, will be sent as soon as additional copies of form No. P. R. 1 has been received.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS-225
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) December 1, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916 (39 Stat., 355)~~ June 16, 1933, entitled "An Act ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes~~ to encourage national industrial recovery, to foster fair competition and to provide for the construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Butte Creek Section, Woodburn-Sandy Highway
2. Between control points of official description: Br. and apprs. located between a pt. in S.E. ¼ Sec. 10, T. 5 S., R. 1 ~~and~~ E. and a pt. in S. W. ¼ Sec. 11, T. 5 S., R. 1 E.
3. Between intermediate control points if used: and

County of Marion

4. Length in miles (gross) 0.5 (net) 0.5
5. Preliminary estimate of cost: Total, $ 12,250; section of road to be first improved, $ 12,250, of which $ 12,250 is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.) Current income sufficient to insure completion: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931 (Source; refer to statute.)

(b) County (Amount.) (Source; refer to statute.)

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current income: Chap. 41, laws 1927; Chap. 248, laws 1931 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks: Proposed work consists of bridge construction and earth approaches with rock or gravel surfacing

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—[illegible]

225

CONTRACT #1582,

NRS 227 Pudding River Sec., Hillsboro- 1933
Woodburn Secon. Hwy.

1582

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

February 16, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher for Oregon U. S. Public Works project NRS 227 recently submitted in the amount of $4,810.74.

It is noted that in the statement of cost of installing and maintaining direction signs and lights, there is an error in addition amounting to $10.00. We are, therefore, recommending payment of the voucher in the reduced amount of $4,800.74.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

December 10, 1934

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

I have noted that the cost of the paving of the approaches to the Pudding River Bridge on the Woodburn-Silverton Secondary Highway has increased from an original authorization of $3,500.00 to $7,282.00, and that, in addition, authority is asked to spend $1,050.00 for additional work on the approaches which were graded and surfaced under the bridge contract at a cost of about $6,300.00.

I would like to have a report on the conditions which are making this work cost so much more than was anticipated. The cost as now figured is such that it looks as though a serious mistake had been made in not including the paving work as a part of the federal aid project and in not having had the work done by contract.

Very truly yours,

State Highway Engineer

#1582

227

September 4, 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1582 for the construction of a bridge over Pudding River on the Hillsboro-Woodburn Secondary Highway in Marion County near Woodburn, has been completed by the contractors, Northwest Roads Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 14th, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $23,528.36 including the final payment. Of this amount $4.41 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 6-E-1 14788 1500 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. E. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

July 11, 1934.

Mr. Leslie M. Scott
Chairman
State Highway Commission
Yeon Building,
Portland, Oregon.

Dear Mr. Scott:

Reference is made to your communication of June 23, in which you refer to an article appearing in the Woodburn Independent of June 14, over the signature of Rodney Alden.

Under date of June 27, I acknowledged receipt of this communication, and stated that I would make you a complete report in reference to the matter within the next few days. Press of other matters, particularly the Coast Bridges has prevented my giving this my attention until this date, and I wish to apologize for not having reported to you sooner.

Taking up the points which you mention, you first quote Mr. Alden as saying:

> "The new span is of poorer construction than the one taken out, will require work every year to clear away debris from above it, is more likely to go out that was the old bridge, and will quickly become impassable when the river rises."

In reference to this criticism, permit me to advise that the new structure consists of two 50 foot steel girder spans on creosoted pile foundations. These piling have been driven to refusal, and form a substructure which will last for many years. The utilization of the two span design as against a single 100 foot truss span results in marked economy in first cost and some economy in annual maintenance expense. Mr. Alden's statement that the central pier will require work every year to clean away debris may or may not be true. We are always put to a certain amount of expense in clearing the drift away from stream piers in rivers of this kind. This expense, however, is negligible compared to the saving in first cost through the adoption of the two span beam design. In fact any expense in cleaning out drift will probably be more than compensated for by the saving in maintenance expense of the beam spans as against the adoption of a single steel truss of 100 foot span. The beams can be utilized as deck construction. Being thus protected from the weather, they will require painting at much less frequent intervals. Moreover, this type of design lends itself to future roadway widening, is preferable from the standpoint of unrestricted sight distance, it is more rigid, and as above stated, much more economical in first cost.

The second point of your communication quotes Mr. Alden as stating further -

> "The concrete foundations of the old bridge were removed and piling was substituted."

In answer to this, permit me to state that the old piers consisted of a very light concrete mat upon which were placed steel tubes filled with concrete. This concrete mat was not carried down to any considerable depth below stream bed. Portions of these foundations were undermined. All in all, these old piers were entirely inadequate, and to a certain extent unsafe. One of the reasons for replacing this structure was the insecure condition of these foundations. As contrasted with the old steel tubes on light and shallow concrete mats, the new foundations consist of pressure treated creosoted pile driven to refusal. The old structure is an example of inadequate and antiquated bridge construction. The new structure embodies standard practice, and in our judgment is entirely safe and adequate.

As completely demonstrating the fact that no difficulty need be apprehended in connection with the use of timber piles in this stream bed, permit me to point out that four or five miles above the present bridge site is a series of 19 foot trestle spans which went through last year's flood without damage. Below the present bridge is a concrete structure consisting of 50 spans which also went through last year's flood without damage notwithstanding the fact that this last structure is on a pronounced skew with the stream channel.

The last paragraph of your letter quotes Mr. Alden as stating that the roadbed west of the bridge was raised several feet while the road east of the bridge was left as formerly. This is true, and the reason lies in the fact that the new or eventual alignment at this point will parallel the railroad tracks and will not use the present approach. In view of this fact, it would appear very poor engineering to spend funds to place this temporary grade above water. For this same reason, this approach has been constructed entirely of timber and so built that when the permanent line is graded, the timber can be salvaged and re-used.

We believe that the type of structure chosen is the most economical, the most rigid, and all things considered, the most completely justified of any type which could be selected.

Furthermore, we believe that the utilization of temporary grade lines and the adaptation of our structures to future improvement when funds are available for the same constitutes exceedingly good management. If we were to pursue any other policy, it would be impossible with the limited funds available, to replace all of the bridge structures which constitute points of traffic menace. By designing this bridge in the way we have, we have removed a traffic hazard, and at the same time have minimized our expense for the east approach until funds are available to construct said approach on a permanent alignment.

I have read Mr. Alden's article, and note that he intimates that the engineer apparently does not understand this river. This is one of the criticisms which is advanced by the uninformed in many instances. Permit me to point out that Mr. Alden would substitute the "knowledge of the local residents" which in many cases is based on exaggeration and legend, for the scientific analysis of hydraulic conditions obtained by means of years of stream study and stream gaugings. Work done by this department in connection with observations made by the U. S. G. S., the U. S. R. S., and other governmental agencies places at the disposal of our bridge designers accurate information concerning the behavior of practically all streams within the state.

This department never attempts a design until information is available which is far more accurate and more comprehensive than the "hit and miss" knowledge which is usually possessed by local residents.

During the early years of roadbuilding, criticisms such as Mr. Aldens appeared at frequent intervals, but of late years since the community is becoming better educated we hear less and less of this sort of clamor. One of the misapprehensions formerly quite prevalent was to the effect that bridges were designed by some one in an office far away who "didn't know what a terrible bad stream this was." We have attempted to enlighten the public in this regard, and to advise them of the fact that a study of stream characteristics either directed by this office or from records obtained from other engineering agencies is a prerequisite to all bridge design, and that if a bridge has gone through our design department, it is quite probable that our engineers are more fully and completely advised in regard to the actual performance of this river over a pierod of years than any local agency or individual.

All in all, therefore, I believe that Mr. Alden's criticism is founded on a lack of full and complete information. Our bridge design is the result of careful study and selection. I believe it to be entirely adequate. I do not anticipate any trouble in reference to flood conditions, and the attempt to defer the expense of the east approach construction until such time as funds are available to build such approach on permanent aligmment, I believe to be good engineering and good business management.

I trust I have fully covered the situation. If not, I shall be glad to supply you further and more detailed information.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

cc Mr. R. H. Baldock
CBM:AP

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRS 227

POST OFFICE BUILDING
PORTLAND, OREG.

June 14, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

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Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-227.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 26th day of April, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:**

Whereas the Highway Department of said State submitted on the 1st day of December, 1933, a project statement, which was approved by the Secretary on the 18th day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-one thousand, eight hundred forty-seven and 75/100 dollars ($31,847.75) as the share of the United States payable under said act on account of ~~Section~~ said project, which d~~oes not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 246+50 and survey station 269+00, all in the N½ of Section 21, T 5 S, R 1 W, W.M.,

, length 0.423 of a miles/in Marion County, being S~~xxxxxxxxxxxxxxx~~ Oregon U.S.Public Works project No. NRS-227, consisting of 0.322 of a miles/of roadway and one bridges/[illegible] of more than 20 feet clear span, 0.101 of a mile in length, known locally as the Pudding River Section of Mt. Angel-Woodburn Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [illegible] said project shall not in any event exceed the sum of thirty-one thousand, eight hundred forty-seven and 75/100 dollars ($31,847.75), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible] is [illegible], the approved total estimated cost of [illegible] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C J Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—5518

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRS-227, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 31,847.75 as the total estimated cost of said project, and the sum of $ 31,847.75 as the share of the United States, payable under said acts on account of such project, which is the d[redacted] p[redacted]total estimated cost.

Done at the city of Washington, this 26 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
[redacted]

U. S. GOVERNMENT PRINTING OFFICE 8—4829

By
Acting Chief, Bureau of Public Roads

227

January 31, 1934

Northwest Roads Co.,
P. O. Box 5072,
Portland, Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over Pudding River near Woodburn in Marion County, Oregon, being State Highway Contract No. 1582.

Very truly yours,

Secretary

PW

Inc.

" 227

C
O
P
Y

January 11, 1934

County Court of Marion County
J. C. Siegmund, Judge
Court House
Salem, Oregon

Gentleman:

This will acknowledge receipt of and thank you for your letter of January 11 advising that the right of way has been acquired for the Pudding River, Abiqua and Butte Creek Bridges, bids for the construction of which were received by the State Highway Commission on December 29, 1933.

The contracts for the construction of these bridges were officially awarded on January 8, 1934, and the contractors have been advised that they may commence construction operations immediately.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

nro 227

January 11, 1934

Northwest Roads Company
P. O. Box 5072
Portland, Oregon

Gentlemen:

On December 29, 1933, you submitted to the State Highway Commission the low bid for the construction of a bridge over Pudding River on the Hillsboro-Woodburn Secondary Highway near Woodburn, in Marion County, Oregon. The Commission deferred the award of this contract to you pending advice from the Marion County Court that right of way required therefor had been acquired.

I am pleased to inform you that this matter has now been clarified to the satisfaction of the Commission and the Commission has awarded to you as of January 8, 1934, the contract for this work. Please consider this letter as official notice of the award of this contract and as authority to commence construction operations immediately.

Contract forms are being prepared and will be mailed to you for execution within a short time.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:jn
c.c. Bridge Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 8, 1934

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRS 227, bridge over Pudding River on the Hillsboro-Woodburn secondary highway near Woodburn, to the Northwest Roads Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on December 18, 1933, approved the project statement for Oregon U. S. Public Works project NRS 227, involving the construction of a bridge and approaches, 0.2 of a mile in length, across Pudding River in Section 21, T 5 S, R 1 W, W.M., known as the Pudding River Section of the Hillsboro-Silverton Highway, in Marion County.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The project statement and the plans, specifications and estimate for Oregon U. S. Public Works project NRS 227, the Pudding River section of the Hillsboro-Silverton Highway, have today been recommended for approval. This is your authority for advertising.

Will you please advise us concerning a future higher type surfacing on the approaches of the Pudding River Bridge.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Pudding River Section, Project No. NRS 227.

Five sets of blueprint layout plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Bush
Asst. Office Engineer

JWB:ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-287

PUDDING RIVER SECTION OF
THE HILLSBORO-WOODBURN HIGHWAY IN MARION COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, December 12, 1933

BRIDGE

5,250	lin. ft.	Treated Piling	$ 1.00	$ 5,250.00
15	cu. yds.	Class "A" Concrete	22.00	330.00
62	" "	" "D" "	22.00	1,364.00
16,000	lbs.	Metal Reinforcement	0.055	880.00
22	M-FBM	Treated Lumber	90.00	1,980.00
68,000	lbs.	Structural Steel	0.065	4,420.00
434	lin. ft.	Treated Trestle Superstructure	30.00	13,020.00
All Required		Removal of Old Bridge		750.00
			Sub-total	$ 27,994.00
			10% Engr. & Cont.	2,799.40
			Total	$ 30,793.40

ROADWAY APPROACHES

All Required		Clearing and Grubbing		$ 150.00
8,800	cu. yds.	Excavation, Single Classification	$ 0.35	3,080.00
2,700	yd. sta.	Overhaul	0.03	81.00
4,200	yd. mi.	Truck Haul	0.20	840.00
360	cu. yds.	Top Course Surfacing	1.85	666.00
600	" "	Base " "	1.60	960.00
100	" "	Filler	0.50	50.00
100	yd. mi.	Hauling Filler	0.20	20.00
			Sub-total	$ 5,847.00
			10% Engr. & Cont.	584.70
			Total	$ 6,431.70

Length of Bridge	0.101 mile
" " Earth Approaches	0.322 "
Total Length	0.423 "
Cost per mile, roadwork	$ 19,974.22

National Recovery Secondary Highway Funds Requested:

Bridge	$ 30,793.40
Roadwork	6,431.70
	$ 37,225.10

FORM 2-A-1 15619 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 11, 1934.

24-9

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer
227

Mr. [illegible] E. Chandler,
Division Engineer,
Salem, Ore.

Dear Sir:

The cost of the paving of the approaches to the Pudding River Bridge on the Woodburn-Silverton Secondary Highway is materially more than the original authorization. Will you please give us a complete detailed report on conditions which are making this work cost so much more than was anticipated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

December 1, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed three copies of project statement for the Pudding River Section of the Hillsboro-Woodburn Highway to which has been assigned No. 227.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS-227
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) December 1, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916 (39 Stat., 355)~~ June 16, 1933), entitled "An Act to ~~provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,~~ to encourage national industrial recovery, to foster fair competition and to provide for the construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Pudding River Section, Hillsboro-Woodburn Highway
2. Between control points of official description: Bridge and apprs. located in N. W. ¼, Sec. 21, T. 5 S., R. 1 W. and
3. Between intermediate control points if used: and

County of Marion

4. Length in miles (gross) 0.2 (net) 0.2
5. Preliminary estimate of cost: Total, $ 15,000; section of road to be first improved, $ 15,000, of which $ 15,000 is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.) Current income sufficient to insure completion: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931 (Source; refer to statute.)

(b) County (Amount.) (Source; refer to statute.)

8—8073

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current income; Chap. 41, laws 1927; Chap. 248, laws 1931 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks: Proposed work consists of bridge construction and earth approaches with rock or gravel surfacing.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—507

PROJECT

CONTRACT #1583,
1593,

NRS 213-B Beneke Cr. Br. 1934
1583
1593

#1583

2.38

October 15, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1583 for the construction of a bridge over Klaskanine River near Astoria on the Nehalem Secondary Highway in Clatsop County has been completed by the contractors, Averill & Philpott, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 25, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,116.05 including the final payment. Of this amount $123.04 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1593
Clatsop Co
213-B

October 10, 1934

General Casualty Company of America,
Dooly & Company, Agents,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1593 for the construction of the bridge over Beneke Creek on the Nehalem Secondary Highway in Clatsop County near Jewell has been completed by the contractors, Johnston, Hansen & Johnston, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 30, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $19,050.72 including the final payment. Of this amount $62.02 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland

241

1593
213B

September 27, 1934

General Casualty Company of America
Henry Building
Seattle, Washington

Attention: Mr. F. A. Anderson, Surety Department

Gentlemen:

Replying to your inquiry of September 25 concerning contractors Johnston, Hanson & Johnston, our records show that there is still owing to this contractor by the State Highway Commission for the Beneke Creek Bridge project the sum of approximately $3,500. The final field notes as yet have not been given a thorough check and there may be some slight difference in this amount, however, the above figure is as close as we can give you at the present time.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

AL
PANY
CA

4

DIRECTORS
J. A. HUMBIRD
RICHARD E. LANG
HENRY McCLEARY
W. L. McCORMICK
J. P. McGOLDRICK
J. T. McVAY
A. W. MIDDLETON
HARRY T. NICOLAI
GEO. J. OSGOOD
WM. G. REED
F. C. TALBOT
F. R. TITCOMB

CABLE ADDRESS
"GENERAL"

State Highway Commissioner
State of Oregon
Salem, Oregon

Dear Sir:

We have just received the financial statement of Johnston, Hanson & Johnston, contractors of Birkenfeld, Oregon. The statement is dated September 19th, 1934.

They state that they have approximately $3,000 due them on the Beneke Creek Bridge job for the State of Oregon. The total amount of this contract was about $20,000.

Would you be so kind as to advise us if this statement is correct?

Very truly yours,

F. E. Anderson

Surety Department

F. E. Anderson
vgh

Ret'd, $1,490.51
$2,171.00 [illegible]
[illegible]

DIRECTORS
O D FISHER
CHAIRMAN OF THE BOARD
JOSHUA GREEN
VICE CHAIRMAN OF THE BOARD
JOHN S BAKER
RALPH H. BALDWIN
B E BUCKMASTER
MRS A. SCOTT BULLITT
C H. CLARKE
NEIL COONEY
J F. DOUGLAS
A S. ELDRIDGE

H K DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA

SEATTLE

DIRECTORS
J A HUMBIRD
RICHARD E LANG
HENRY McCLEARY
W L McCORMICK
J. P. McGOLDRICK
J T McVAY
A W MIDDLETON
HARRY T NICOLAI
GEO J. OSGOOD
WM G REED
F C TALBOT
F. R. TITCOMB

CABLE ADDRESS
"GENERAL"

September 25th, 1934

State Highway Commissioner
State of Oregon
Salem, Oregon

Dear Sir:

We have just received the financial statement of Johnston, Hanson & Johnston, contractors of Birkenfeld, Oregon. The statement is dated September 19th, 1934.

They state that they have approximately $3,000 due them on the Beneke Creek Bridge job for the State of Oregon. The total amount of this contract was about $20,000.

Would you be so kind as to advise us if this statement is correct?

Very truly yours,

F. E. Anderson

Surety Department

F. E. Anderson
vgh

Wd. $1,490.51
$2,171.00 coming [illegible]
[illegible] retained.

213B

September 14, 1934

Seeley & Company, General Agents
Board of Trade Building
Portland, Oregon

Gentlemen: Attention of Mr. G. Palmer

Replying to yours of September 13 concerning the Averill & Philpott contract for the construction of a bridge over the Klaskanine River near Astoria on the Nehalem Secondary Highway in Clatsop County, wish to advise that our records show that there is still owing to these contractors by the State Highway Commission approximately $1,371.50.

Very truly yours,

Secretary

HBG:AJ

Sept, 14, 1934

They are nearly correct. The Bridge Dept. advise that th firm have approximately $1,371.50 coming. The contract was completed June 30, 1934 and was accepted Aug, 17th.

J. McF,

#15[illegible]

Co.

S

PORTLAND, ORE.
BOARD OF TRADE BLDG.

SEATTLE, WASH.
COLMAN BLDG

NY

AND, OREGON

ember 13, 1934

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen: RE: Averill & Philpott
Coquille and Portland

Under date of August 10th, 1934 the above contractors gave us a financial statement on which was shown $1300 due them from the State on a bridge contract, the full contract price of which was $10,475.00. Will you please let us know if this item is correct.

We thank you for your assistance in this matter.

Very sincerely yours,

SEELEY & CO., Gen. Agents

Underwriting Dept.

GP:

#15[illegible] $785.58

$1371.50 [illegible]

John
please check up
and advise me
HBB

#15[illegible]

CABLE ADDRESS SEECO

Seeley & Co.

INSURANCE

GENERAL AGENTS AND MANAGERS

SAN FRANCISCO CALIF, 140 SANSOME ST
LOS ANGELES, CALIF, INSURANCE EXCHANGE BLDG.
VANCOUVER B.C., 418 PENDER ST WEST
PORTLAND ORE, BOARD OF TRADE BLDG.
SEATTLE, WASH, COLMAN BLDG

ADDRESS ALL COMMUNICATIONS TO THE COMPANY

PORTLAND, OREGON

September 13, 1934

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen: RE: Averill & Philpott
Coquille and Portland

Under date of August 10th, 1934 the above contractors gave us a financial statement on which was shown $1300 due them from the State on a bridge contract, the full contract price of which was $10,475.00. Will you please let us know if this item is correct.

We thank you for your assistance in this matter.

Very sincerely yours,

SEELEY & CO., Gen. Agents

Underwriting Dept.

GP:

#15[illegible] — 1 $1[illegible].58

$1371.50 [illegible]

Joe —
Please [illegible]?
and advise me
HWB

SEELEY SERVICE ON TIME WITH A SMILE

#1593

213-B

August 30, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

Johnston, Hanson & Johnston completed the work on the Beneke Creek Bridge and grading, contract No. 1593 on August 20. Will you please secure permission from the Commission for us to pay the final estimate on this job?

Very truly yours

C. B. McCullough
Bridge Engineer

By
M. A. Reeves
Office Engineer

MAR LD

Approved by Commission 8/31/34
HBG

August 23, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In making final inspection of Oregon U. S. Public Works project NRS 213-B, Beneke Creek Bridge and approaches, it is found that the State has made a change in the structure by adding a thirteen-foot span.

This office has not received any information regarding this change nor has approval of a change been requested. Full details and reasons why this was not taken up with this office will be necessary before the final voucher can be passed for payment.

Very truly yours,

W. H. LYNCH
District Engineer

Nash:
Answer of this
letter was sent to
Bridge Dept.

518

21-B

DIRECTORS
O D FISHER
CHAIRMAN OF THE BOARD
JOSHUA GREEN
VICE CHAIRMAN OF THE BOARD
JOHN S BAKER
RALPH H BALDWIN
B E BUCKMASTER
MRS A. SCOTT BULLITT
C. H CLARKE
NEIL COONEY
J. F. DOUGLAS
A. S. ELDRIDGE

H. K. DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA

SEATTLE

DIRECTORS
J A HUMBIRD
RICHARD E LANG
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W L McCORMICK
J P McGOLDRICK
J. T McVAY
A W MIDDLETON
HARRY T NICOLAI
GEO J OSGOOD
WM G. REED
F C TALBOT
F R TITCOMB

CABLE ADDRESS
"GENERAL"

Dooly
& COMPANY
INSURANCE
BOARD of TRADE Building
PORTLAND, OREGON
ESTABLISHED (1896)

PORTLAND, OREGON

August 14th, 1934

RECEIVED
AUG 15 1934
OREGON STATE HIGHWAY COMMISSION
SALEM

Oregon State Highway Commission
Bridge Department,
Salem, Oregon.

Attention-W. A. REEVES, Office Engineer

Gentlemen:-

RE: JOHNSTON, HANSON & JOHNSTON
Contract over Beneke Creek

Referring to your favor of August 1st to Johnston, Hanson and Johnston, Contractors, suggesting that they secure a letter from the Surety Company agreeing to extension of time requested.

We are now pleased to enclose "Consent Letter" in duplicate from the General Casualty Company with the date in same left blank. This is for the reason we are unable to ascertain from the correspondence the exact date for the completion. Will you, therefore, be good enough to supply this information and fill in the same on the duplicate copy, and return to us for the completion of our file.

Thanking you, we are

Yours very truly,

DOOLY AND COMPANY

By G. W. Steidle

GWS-S
Encls.

Field

August 13, 1934

RECEIVED
AUG 15 1934
OREGON STATE HIGHWAY COMM

Oregon State Highway Commission
Bridge Department
Salem, Oregon.

Contract No. 1563

Attention W.A.Reeves
Office Engineer

Gentlemen:

Re: Bond No. 6289 - JOHNSTON,
HANSON & JOHNSTON
Construction Bridge No. 1991
over Beneke Creek, Clatsop
County, near Jewell

We, the undersigned General Casualty Company of America, surety on bond No. 6289, issued on behalf of Johnston, Hanson & Johnston and in favor of the State of Oregon, for the construction of Bridge No. 1991, hereby consents to an extention of time, for the completion of said contract, to the 31 day of August 1934.

Very truly yours,

GENERAL CASUALTY COMPANY OF America

BY Antony Panella
Antony Panella, Attorney-in-fact

EXTRA
COPY

#1593

213B

July 21, 1934

Johnston, Hanson & Johnston,
Birkenfield, Oregon.

Dear Sirs:

Please be advised that the time limit on your contract No. 1593 for the construction of a bridge over Beneke Creek on the Nehalem Secondary Highway in Clatsop County expired on June 30, 1934.

It will be necessary for you to make application for an extension of time on this contract.In submitting the application please secure the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to Bridge Dept.

213-B

July 11, 1934

Mr. W. B. Gilham, District Manager
National Surety Corporation
528 Corbett Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 10 regarding the Johnston, Hanson & Johnston contract for the construction of a bridge over Beneke Creek on the Nehalem Secondary State Highway near Jewell in Clatsop County.

Our records show we have paid out on this job the sum of $11,840.84 and that our retain percentage amounts to $1,490.51. The contract is completed but we are not yet in position to advise what the exact amount of the final estimate will be. Indications are that it will amount to approximately $1,700.00.

Our experience with this contractor has been satisfactory and we have no fault to find with the progress of the work.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

uly 11, 1934

Cont. #1593 - Johnston, Hanson & Johnston -

Total amount paid to date is $11,840.84

Retained percentage is $1,490.51 -

Earned - $13,331.35 - Contract is complete but exact date has not been submitted from the field.

Final payment will be approximately $1,700.00. As far

(OVER)

#1593
Clatsop Co

RPORATION

July 10th, 1934.

Oregon State Highway Commission,
Salem, Oregon.

RE: JOHNSTON, HANSON & JOHNSTON.

Gentlemen:

We are advised that the above copartnership, consisting of J. F. Johnston, J. R. Hanson, and T. P. Johnston, are at present working on a bridge and road job for your Commission, at Jewell, Oregon.

It will be greatly appreciated if you will kindly advise the amount earned but not yet paid to the contractors, including retained percentages. This information is requested as they have applied to us for a surety bond, and the above mentioned job is included in their statement.

We would also like to ask whether or not your experience with them has been satisfactory and whether or not good progress is being made on the present job.

Yours very truly,

W. B. Gilliam,
DISTRICT MANAGER

WBG:vr

[illegible]

Pd. June 12 - $11,840.84
Ret. $1,490.51

Earned $13,331.35
Final approx $1700.00

#1593
Clatsop Co

NATIONAL SURETY CORPORATION
NEW YORK, N. Y.
VINCENT CULLEN
PRESIDENT

PORTLAND BRANCH OFFICE
W. B. GILHAM, MANAGER
528 CORBETT BUILDING
PORTLAND, OREGON

July 10th, 1934.

Oregon State Highway Commission,
Salem, Oregon.

HANSON & JOHNSTON.

we know the contractors have been satisfactory and
their progress bee good.

p,
P. Johnston,
your

kindly
ntractors,
is requested
the above

your experience
good progress
is being made .

Yours very truly,

W. B. Gilham,
DISTRICT MANAGER

WBG:vr

[illegible]

Td. June 12 – $11,840.84
Ad. $1,490.51

Earned $13,331.35
Final offer $1700.00

#1593
Clatsop Co

NATIONAL SURETY CORPORATION
NEW YORK, N.Y.
VINCENT CULLEN
PRESIDENT

PORTLAND BRANCH OFFICE
W. B. GILHAM, MANAGER
528 CORBETT BUILDING
PORTLAND, OREGON

July 10th, 1934.

Oregon State Highway Commission,
Salem, Oregon.

RE: JOHNSTON, HANSON & JOHNSTON.

Gentlemen:

We are advised that the above copartnership, consisting of J. F. Johnston, J. R. Hanson, and T. P. Johnston, are at present working on a bridge and road job for your Commission, at Jewell, Oregon.

It will be greatly appreciated if you will kindly advise the amount earned but not yet paid to the contractors, including retained percentages. This information is requested as they have applied to us for a surety bond, and the above mentioned job is included in their statement.

We would also like to ask whether or not your experience with them has been satisfactory and whether or not good progress is being made on the present job.

Yours very truly,

W. B. Gilham,
DISTRICT MANAGER

WBG:vr

Pd. June 12 – $11,840.84
Ret. $1,490.51

Earned $13,331.35
Final approx $1700.00

[illegible]

1863

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

July 6, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon USFA Project No. NRS-213-D, was made by a representative of this office on June 28, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J F Cameron
J. F. Cameron
Asst. Highway Engineer

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE NO. Ore. NRS 213 D

POST OFFICE BUILDING
PORTLAND, OREG.

June 23, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jwo

Hyp 20127

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-213. Section D.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of April, 1934 by and between **the Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:**

Whereas the Highway Department of said State submitted on the **17th** day of **October**, 19**33**, a project statement, which was approved by the Secretary on the **16th** day of **November**, 19**33** for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **D** of said project which were recommended for approval by the United States District Engineer on the **28th** day of **December**, 19**33**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of **eleven thousand, five hundred twenty-three and 32/100** dollars ($ **11,523.32**) as the share of the United States payable under said act on account of Section **D** of said project, which **is** ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 684+31.2 in the NW¼ of Section 34, T 7 N, R 8 W, and survey station 869+87.75 in the NW¼ of Section 12, T 6 N, R 8 W, W.M., (excepting therefrom the portion between survey stations 684+71.2 and 868+84.75)**, length **0.027 of a** mile~~s~~, in **Clatsop** County, being Section **D** of **Oregon U.S.Public Works** project No. **NRS-213**, consisting of ~~[illegible]~~ **two** bridges, each of more than 20 feet clear span, **0.027** of a mile in length**, known locally as the Klaskanine River Bridges on the Nehalem Highway.**

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of **eleven thousand, five hundred twenty-three and 32/100** dollars ($**11,523.32**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars~~ ($ **is** xxxxx), the approved total estimated cost of Section **D** of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12 day of June, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By L M Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRS-213-D, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 11,523.32 as the total estimated cost of said project, and the sum of $ 11,523.32 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal proportion of the~~ total estimated cost.

Done at the city of Washington, this 12 day of June one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads

April 28, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are two signed copies of project agreement for the Klaskanine River Bridges, Project No. NRS 213-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

February 1, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Klaskanine River Bridges, Project No. NRS 213-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-[illegible]

KLASKANINE RIVER BRIDGES ON
THE NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 31, 1934

South Fork Klaskanine River Bridge

75	cu. yds.	Excavation	$ 2.00	$ 150.00
6	" "	Class "B" Concrete	22.00	132.00
9	" "	" "A" "	30.00	270.00
65	" "	" "D" "	22.00	1,430.00
14,000	lbs.	Metal Reinforcement	0.05	700.00
10	M-FBM	Treated Lumber	85.00	850.00
43,000	lbs.	Structural Steel	0.055	2,365.00
215	lin. ft.	Composite Handrail	2.75	591.25
All Required		Remove Old Bridge, Remodel Abutments and Maintain Traffic		600.00
				$ 7,088.25

North Fork Klaskanine River Bridge

6	cu. yds.	Excavation	$ 10.00	$ 60.00
7	" "	Class "A" Concrete	30.00	210.00
35	" "	" "D" "	22.00	770.00
4,300	lbs.	Metal Reinforcement	0.05	215.00
21,500	"	Structural Steel	0.055	1,182.50
90	lin. ft.	Concrete Handrail	5.00	450.00
All Required		Remove Old Bridge, Remodel Old Abutments and Maintain Traffic		500.00
				$ 3,387.50

Sub-total	$ 10,475.75
10% Engr. & Cont.	1,047.57
Total	$ 11,523.32

Length of 2 Bridges 143.0 ft. 0.027 mile

National Recovery Highway Secondary Funds Requested...............$ 11,583.28

State Funds for Construction: Chaps 178, laws 1917; Chap. 32, laws 1920, Chap.
248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works project NRS 213-D, bridges over Klaskanine River near Astoria, to Averill & Philpott, Portland, Oregon, second low bidders.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

December 23, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Klaskanine River Bridge, Project RRS-213-D.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-213-B

KLASKANINE RIVER BRIDGES ON
THE NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, December 23, 1933

South Fork Klaskanine River Bridge

75	cu. yds.	Excavation	$ 3.00	$ 225.00
6	" "	Class "B" Concrete	20.00	120.00
9	" "	" "A" "	22.00	198.00
65	" "	" "D" "	22.00	1,430.00
14,000	lbs.	Metal Reinforcement	0.055	770.00
10	M-FBM	Treated Lumber	90.00	900.00
43,000	lbs.	Structural Steel	0.065	2,795.00
215	lin. ft.	Composite Handrail	3.00	645.00
All Required		Remove Old Bridge, Remodel Abutment and Maint. Traffic		1,000.00
				$8,083.00

North Fork Klaskanine River Bridge

6	cu. yds.	Excavation	$ 3.00	$ 18.00
7	" "	Class "A" Concrete	22.00	154.00
35	" "	" "D" "	22.00	770.00
4,300	lbs.	Metal Reinforcement	0.055	236.50
21,500	lbs	Structural Steel	0.065	1,397.50
90	lin. ft.	Concrete Handrail	3.00	270.00
All Required		Remove Old Bridge, Remodel Old Abutments and Maint. of Traffic		750.00
				$3,596.00

Sub-total	$11,679.00
10% Engr. & Cont.	1,167.90
Total	$12,846.90

Length of 2 Bridges 143.0 ft. 0.027 mile

National Recovery Highway Secondary Funds Requested.... ....$12,846.90

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

December 28, 1933

RECEIVED
DEC [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for U. S. Public Works Project Oregon NRS 213-D, consisting of construction of two steel I-beam bridges with concrete deck.

This is your authority to advertise the above project.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. ANDREWS
Sr. Highway Engineer

113 D

Agr.- 18460

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-213, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5513

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between **the Oregon State Highway Commission**

, constituting

for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: **particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:**

Whereas the Highway Department of said State submitted on the **17th** day of **October**, 19**33**, a project statement, which was approved by the Secretary on the **16th** day of **November**, 19**33**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **B** of said project which were recommended for approval by the United States District Engineer on the **22nd** day of **November**, 19**33**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

twenty-one thousand, eight hundred sixty and 85/100

dollars ($**21,860.85**) as the share of the United States payable under said act on account of Section **B** of said project, which **is** ~~does not exceed the estimated Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 392+00 in the NE¼ of Section 11, T 5 N, R 7 W, and survey station 415+32 in the NW¼ of Section 13, T 5 N, R 7 W, W.M.,

, length 0.441 of a mile~~s~~, in Clatsop County, being Section B of Oregon U.S.Public Works project No. NRS-213, consisting of 0.413 of a mile~~s~~ of roadway and one bridge~~s~~, of more than 20 feet clear span, 0.028 of a mile in length., known locally as the Beneke Creek Section of the Nehalem Highway between official control points Astoria and a point 2 miles north of Buxton.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of twenty-one thousand, eight hundred sixty and 85/100 dollars ($ 21,860.85), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible]

~~dollars ($~~ is ~~)~~ the approved total estimated cost of Section 3 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C. Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
ting Chief, Bureau of Public Roads

#1593

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department a~~s~~ U.S.Public Works Project No. NRS-213-B. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $21,860.85 as the total estimated cost of said project, and the sum of $21,860.85 as the share of the United States, payable under said acts on account of such project, which is the [illegible] total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture

[illegible]

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

CWK By L. E. Wilson
~~Acting~~ Chief, Bureau of PublicRoads

#1593

213-B

February 19, 1934

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

In response to your inquiry of February 15th we wish to advise that Johnston, Hanson & Johnston have contract No. 1593 - for the construction of a bridge over Banske Creek on the Nehalem Secondary Highway in Clatsop County near Jewell. The bond furnished in connection with this contract was written by the General Casualty Company of America for whom Dooly & Company, Portland, are resident agents. The amount of the bond is $19,873.50. The completion date of the contract is June 30, 1934.

The address of the above firm is Birkenfeld, Oregon.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

C-31-B
ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

February 15, 1934

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: JOHNSTON, HANSON & JOHNSTON
Deep River, Washington

We are informed that Johnston Hanson & Johnston have been awarded a contract by the Oregon State Highway Commission in the vicinity of Jewell, Oregon.

We anticipate supplying this firm with petroleum products and we will therefore appreciate your furnishing us with a complete description of the job, the name of the bonding company, its agent and his address, the amount of the contract and the approximate date of completion.

For your convenience we enclose herewith a self-addressed, stamped envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

V. O. Fudge
District Credit Supervisor

LH:B
Encl

#1583

213-B

February 15, 1934

Union Oil Company of California,
Yeon Bldg.,
Portland, Oregon.

Gentlemen:

In response to your inquiry of February 14th we wish to advise that Averill & Philpott have contract No. 1583 - for the construction of a bridge over Klaskanine River on the Nehalem Secondary Highway in Clatsop County.

The bond furnished in connection with the above contract was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson, who have offices in the Yeon Bldg., Portland, are resident agents. The amount of the bond is $10,475.75. The completion date of the contract is June 30, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1583

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

C-31-B

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

February 14, 1934

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: AVERILL & PHILPOTT
Portland, Oregon

It is our understanding that Averill & Philpott have been awarded a contract for the construction of a bridge in the vicinity if Astoria, Oregon.

We anticipate furnishing this firm with petroleum products and will thank you to furnish us with complete description of the project, the name of the bonding company, its agent and his address, and the approximate date of completion.

We enclose herewith a stamped, self-addressed envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

V.O. Fudge

LH:B

District Credit Supervisor

213-B

February 13, 1934

Johnston, Hanson & Johnston
Birkenfeld, Oregon

Gentlemen:

We are mailing to you today for your records and files an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over Beneke Creek on the Nehalem Secondary Highway in Clatsop County.

Very truly yours

State Highway Commission

Secretary

HBG
jn

Form 30—F-20138—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date [illegible], 193[illegible]

Job name [illegible]

Week from [illegible] to Feb 10

Mail address [illegible]

Highway [illegible]

Telegraph or telephone address 411-R

County [illegible] Job prefix

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

[illegible] and self

[illegible] section

[illegible]

[illegible] this week.

FEB 13 193

(See back of this sheet for instructions and detailed information)

Signed [illegible]

Title [illegible]

GRADING CON[illegible]RU[illegible]ON

Total miles of grading in project 6.4

Miles completed 6

Miles completed except finishing

Total cubic yards in project

Cubic yards moved to date

Miles covered by contractor's forces

Miles cross-sectioned

Miles cross-sections completed and checked

Miles to be remeasured

Number men in Engineering Party

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* [illegible] *Percentage* [illegible]
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

February 3, 1934.

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

Re: Contract No. 1583 - Averill & Philpott

We are sending you under separate cover contracts properly executed for the bridge over Klaskanine River on the Nehalem Secondary Highway in Clatsop County.

Will you kindly return one copy for our records as is your usual custom.

Very truly yours,

BATES, LIVELY & PEARSON

GHJ By Fred C Reed

213-B

DIRECTORS
D. D. FISHER
CHAIRMAN OF THE BOARD
JOSHUA GREEN
VICE CHAIRMAN OF THE BOARD
JOHN B. BAKER
RALPH H. BALDWIN
B. E. BUCKMASTER
MRS. A. SCOTT BULLITT
C. H. CLARKE
NEIL COONEY
J. F. DOUGLAS
A. S. ELDRIDGE
E. W. HALL
H. K. DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA

SEATTLE

DIRECTORS
J. A. HUMBIRD
RICHARD E. LANG
HENRY McCLEARY
W. L. McCORMICK
J. P. McGOLDRICK
J. T. McVAY
A. W. MIDDLETON
HARRY T. NICOLAI
GEO. J. OSGOOD
WM. G. REED
F. C. TALBOT
F. R. TITCOMB

CABLE ADDRESS
"GENERAL"

Dooly
& COMPANY
INSURANCE
BOARD of TRADE Building
PORTLAND, OREGON
ESTABLISHED
([illegible])

PORTLAND, OREGON

February 1st, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

RE: JOHNSTON, HANSON & JOHNSTON

We have this date executed Contract Bond on behalf of Johnston, Hanson & Johnston for the construction of a Bridge No. 1991 over Beneke Creek, near Jewell, Oregon, your Contract No. 1593, As we understand you desire all copies of contract and bond returned to you, we are sending same today via express. After being approved, will you be good enough to send one copy for the Surety Company direct to the General Casualty Company, White Building, Seattle, Washingtoh, and the Contractor's copy to them at Birkenfield, Oregon.

We note one of the Books did not have copy of bond and contract in same. Possibly this is an extra to be used by your Department but thought best to call the matter to your attention.

Trusting our action meets with your approval and the papers are found in order, we are

Yours very truly,

DOOLY AND COMPANY

By G. W. Steidle

GWS-S

Copy to-Johnston, Hanson & Johnston
General Casualty Company

January 31, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Beneke Creek Bridge, Project No. NRS-213-B.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS 213-B

BENEKE CREEK SECTION OF THE
NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 30, 1934

Roadwork; Grading (Sta. 392+17 to 397+17)
(Sta. 398+63.23 to 415+32)

All Required		Clearing and Grubbing		$ 220.00
6,000	cu. yds.	Excavation, Single Classification	$ 0.30	1,800.00
1,000	yd. sta.	Overhaul	0.04	40.00
4,200	yd. mi.	Trunk Haul	0.20	840.00
1,800	cu. yds.	Selected Roadbed Topping	1.10	1,980.00
90	lin. ft.	18" Concrete Pipe	2.35	211.50
600	cu. yds.	Rock Surfacing	1.80	1,080.00
100	" "	Filler	0.50	50.00
50	yd. mi.	Hauling Filler	0.20	10.00
			Sub-total	$ 6,231.50
			10% Engr. & Cont.	623.15
			Total	$ 6,854.65

Bridge:

120	cu. yds.	Excavation	$ 1.00	$ 120.00
10	" "	Excavation below Plans	10.00	100.00
500	lin. ft.	Treated Piling	1.50	750.00
52	cu. yds.	Class "B" Concrete	25.00	1,300.00
16	" "	" "A" "	25.00	400.00
115	" "	" "D" "	25.00	2,875.00
29,000	lbs.	Metal Reinforcement	0.07	2,030.00
16	M-FBM	Treated Lumber	75.00	1,200.00
53,000	lbs.	Structural Steel	0.07	3,710.00
302	lin. ft.	Composite Handrail	3.50	1,057.00
All Required		Remove Old Structure		100.00
			Sub-total	$ 13,642.00
			10% Engr. & Cont.	1,364.20
			Total	$ 15,006.20

Length of Roadwork	0.413 mile
" " 1 Bridge 144.33 ft.	0.028 "
Total Length	0.441 "
Cost per mile, roadwork	$ 16,597.21

National Recovery Secondary Highway Funds Requested:

Roadwork	$ 6,854.65
Bridge	15,006.20
	$ 21,860.85

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 248, laws 1931.
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931.

FORM 9-E-1 8642 1M 9-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE

13

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 30, 1934

Johnston, Hanson and Johnston
Birkenfeld
Oregon

Gentlemen:

Right of way for the Beneke Creek Bridge has been secured and the contracts were awarded to you as of Monday, January 29. You may consider this letter your authority to proceed with the ordering of materials and commencing work on the contract. The contracts will be sent to you for execution within the next day or so.

A 13' span to provide an underpassing for stock has been added to one end of the structure. The amount of quantities as shown on the proposal has not been changed in the contract. Any increase in quantities will be taken care of as estimates are made. The plans for this structure showing the additional bent were mailed to you yesterday.

This letter will confirm the writers telephone conversation with Mr. Johnston today.

Very truly yours

C. B. McCullough
Bridge Engineer

By
W. A. Reeves
Office Engineer

WAR LD

cc H. B. Glaisyer ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 29, 1934

RECEIVED
FEB 7 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our prior verbal concurrence in award of contract for Oregon U. S. Public Works Project NRS 216-B, Beneke Creek Bridge, to Johnson, Hansen and Johnston of Birkenfeld, Oregon, the low bidder. This is in conformity with the writer's conversation with Mr. Reeves.

Very truly yours,

W. H. Lynch
District Engineer

By L. Canfield
L. C. Canfield
Highway Engineer

mio 213-B

January 22, 1934

Averill & Philpott
Route 10
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on January 18 for the construction of two bridges over Klaskanine River near Astoria in Clatsop County, and has awarded to you the contract for such work at your bid price of $10,475.75.

Please consider this letter as your authority and our request to commence immediate construction of this work.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Bridge Dept.

213-R

January 20, 1934

Mr. H. B. Glaisyer:

As requested this morning, I am handing you herewith, copy of letter from Johnston, Hanson and Johnston dated January 4, 1934 and stating that they are still willing to enter into a contract at their bid price for the construction of the Beneke Creek Bridge.

W A Reeves

W. A. Reeves

WAR LD

Attached

To Miss Mepey 1/22/34 to attach to contract if and when completed -
HBG

213-13

January 4, 1934

Dooly and Company
Board of Trade Building
Portland, Oregon

Attention of Mr. G. W. Steidle

Gentlemen:

Replying to your inquiry of January 2 regarding award of contract for the construction of a bridge over Beneke Creek on the Nehalem Secondary Highway, near Jewell, in Clatsop County, wish to say that this contract has not yet been awarded by the State Highway Commission because of right of way difficulties.

We expect to know within a few days whether or not to cancel this award or hold the bids pending the outcome of right of way negotiations.

Very truly yours

Secretary

HBG:AJ

DIRECTORS
O D FISHER
CHAIRMAN OF THE BOARD
JOSHUA GREEN
VICE CHAIRMAN OF THE BOARD
JOHN S. BAKER
RALPH H BALDWIN
B E BUCKMASTER
MRS A. SCOTT BULLITT
C H CLARKE
NEIL COONEY
J F DOUGLAS
A S ELDRIDGE
E W HALL
H. K. DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

DIRECTORS
J. A HUMBIRD
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HENRY McCLEARY
W. L McCORMICK
J. P McGOLDRICK
J. T. McVAY
A. W. MIDDLETON
HARRY T. NICOLAI
GEO J OSGOOD
WM G REED
F. C. TALBOT
F. R. TITCOMB

CABLE ADDRESS
"GENERAL"

Dooly
& COMPANY
INSURANCE
BOARD of TRADE Building
PORTLAND, OREGON [illegible]

PORTLAND, OREGON

January 3rd, 1933.

JAN 1 - 1934
OREGON
[illegible] COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

Will you please advise if contract has yet been awarded to the low bidders for construction of Bridge No. 1991, Nehalem Secondary Highway, Clatsop County, over Beneke Creek, near Jewell, Oregon.

At time the bids were opened we understood that Johnston, Hanson and Johnston were low bidders but that the awarding of the contract was held up pending right of way action.

Thanking you for your early reply, we are

Yours very truly,

DOOLY AND COMPANY

By G. W. Steidle

GWS-S

FORM [illegible] 1M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

312-B

January 2, 1934.

Johnston, Hanson & Johnston,
Birkenfeld, Oregon.

Gentlemen:

Under date of December 7, 1933, you were the low bidder for the bridge over Benoke Creek in Clatsop County. This award was held up pending the securing of right of way by Clatsop County, and to date we have not been able to get this matter finally straightened up.

Mr. Elliott of the Clatsop County Court appeared before the Highway Commission last Thursday, stating that he felt sure they would have this matter settled within a very short time; however we do not have the thing definitely settled to date.

The purpose of this communication is to ascertain whether you still want us to hold this matter open, and are still willing to enter contract with us on the basis of your original bid, and without any extra compensation for the delay, except that your time limit will be extended from the actual date when the contract is awarded to you.

If the above arrangement is not satisfactory to you, or if you feel that such an arrangement will work any hardship on you, we will consider the award cancelled and re-advertise for the project if and when the necessary right of ways are secured.

Very truly yours,

[illegible] Highway Engineer

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
cc Mr. Baldock

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

December 28, 1933

Mr. C. B. McCullough
Bridge Engineer
OFFICE

Dear Sir:

Will you please advise me as to the present status of the Beneke Bridge right of way matter?

Yours very truly

RHB:MC

State Highway Engineer

12051 1M 11-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

December 16, 1933

Mr. C. B. McCullough
Bridge Engineer
Office

Dear Sir:

I have just talked by long distance to Judge Boyington at Astoria relative to right of way at the Beneke Creek bridge.

Judge Boyington advises that yesterday, December 15th, the viewers turned in a report allowing $200.00 for fencing and $800.00 for land damages. Mr. Boyington further stated that this report has been given to the Federal Land Bank of Spokane, mortgagees, with the inquiry as to whether or not the same will be acceptable to the bank. Mr. Boyington stated that in the event the same is not accepted the county will proceed no further with the matter.

The position of the county appears to be that they will pay no more than a total of $1000.00 for the right of way involved and will refuse to acquire the same if a greater county expenditure than this sum is required.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza A.W.
J. W. DeSOUZA
Assistant Attorney

Refer to McCullough & take up
over with Co. County
[illegible] contract
to extend time [illegible]
instruments

Dr. 16,000

JWD:AW

[illegible] 213B

December 23, 1933

Mr. Jack Nash:

We are handing you herewith, five proposals for the Klaskanine River Bridges and also five proposals for the Gooseneck Creek Bridge.

We have already submitted five sets of plans and the estimate on the Klaskanine River bridges and submitted two sets of plans directly to the Bureau on the Gooseneck Creek Bridge for their check on the bridge structurally. As soon as we receive the approval on this we will hand you the customary five sets to accompany the proposals.

W. A. Reeves
by
CG.

CAG LD
Attached

November 14, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Beneke Creek Bridge Section, Project No. NRS 213-B.

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-213-B

BENEKE CREEK SECTION OF THE
NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 14, 1933

Roadwork: Grading (Sta. 392/17 to 397/17)
(Sta. 398/63.33 to 415/52)

All Required		Clearing and Grubbing		$ 500.00
6,000	cu. yds.	Excavation, Single Classification	$ 0.30	1,800.00
1,000	yd. sta.	Overhaul	0.05	50.00
4,300	yd. mi.	Truck Haul	0.20	860.00
1,800	cu. yd.	Selected Roadbed Topping	1.10	1,980.00
90	lin. ft.	18" Concrete Pipe	2.50	225.00
600	cu. yds.	Rock Surfacing	1.75	1,050.00
100	" "	Filler	0.40	40.00
50	yd. mi.	Hauling Filler	0.20	10.00
			Sub-total	$ 6,515.00
			10% Engr. & Cont.	651.50
			Total	$ 7,166.50

Bridge

120	cu. yds.	Excavation	$ 3.00	$ 360.00
10	" "	Excavation below Plans	5.00	50.00
500	lin. ft.	Treated Piling	1.50	750.00
52	cu. yds.	Class "B" Concrete	20.00	1,040.00
16	" "	" "A" "	22.00	352.00
115	" "	" "D" "	22.00	2,530.00
29,000	lbs.	Metal Reinforcement	0.055	1,595.00
16	M-FBM	Treated Lumber	85.00	1,360.00
53,000	lbs.	Structural Steel	0.065	3,445.00
302	lin. ft.	Composite Hand-rail	3.50	1,057.00
All Required		Remove Old Structure		300.00
			Sub-total	$ 12,839.00
			10% Engr. & Cont.	1,283.90
			Total	$ 14,122.90

Length of Roadwork	0.413 mile
" " 1 Bridge 146.33 ft.	0.028 "
Total	0.441 "
Cost per mile, Roadwork	$ 17,352.80

National Recovery Secondary Highway Funds Requested:

Roadwork	$ 7,166.80
Bridge	14,122.80
	$ 19,554.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

November 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for Oregon USPW project No. NRS 213-B, the Beneke bridge and approaches. This is your authority to advertise.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

The plans show 53 cubic yards of Class "B" concrete, while the proposal and estimate show 52. We have assumed the correct quantity to be 52 cubic yards.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

CONTRACT #1584,

NRS 207 South Slough Bridge 1933

1584

RECEIVED
JUN 16 1944
FOR

Coast-
Federal Aid
Ex. Project

June 15, 1944

Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Gentlemen:

Subject: South Slough Bridge, Oregon
U. S. Public Works Project NRS 207

Herewith three copies of the final report on Mineralized Cell-treated piles which were installed in the South Slough Bridge as an experimental project designated as Oregon U. S. Public Works Project NRS 207. The deterioration in this installation has now progressed to the point where it is no longer serviceable, and it will be replaced as soon as materials are available. For this reason no further inspection or reports will be made.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

GSP GM
Attached

cc G. S. Paxson

May 11, 1936

J. W. & J. R. Hillstrom
1227 N. 8th St.
Marshfield, Oregon

Dear Sirs:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of December 21, 1934 for an extension of time in which to complete your contract for the construction of the bridge over the South Slouth on Cape Arago Secondary Highway near North Bend in Coos County. There follows an excerpt from the minutes of the State Highway Commission meeting held on January 31, 1935 covering this matter:

> "J. W. & J. R. Hillstrom, Contract No. 1584, construction of a bridge over South Slouth on Cape Arago Secondary Highway near North Bend in Coos County, requested an additional extension of time from November 30, 1934 to January 24, 1935 in which to complete this project, giving as their reason that they could not do certain painting work because of adverse weather conditions. The Engineer advised that the traveling public has not been inconvenienced by the delay because the bridge has been in use since November 15; also, that the State has not incurred any additional expense for engineering. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP
cc Bridge Department

Adm.
Bonds
Contractors

#1584

21RS207

May 18, 1935

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1584 for the construction of a bridge over South Slough on the Cape Arago Secondary Highway in Coos County, has been completed by the contractors, J. W. & J. R. Hillstrom, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 28, 1935.

The State has been advised of a claim by the Pacific Iron Works in the sum of $1,716.16 for machinery and steel. We were advised by the contractors that $1,000.00 had been paid as settlement of this bill. You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $90,635.36 including the final payment. Of this amount $906.75 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

April 17, 1935

Liljequist, Swanton & Slack
Attorneys and Counselors
American Building
Marshfield, Oregon

Gentlemen: Attention of Mr. L. A. Liljequist

Responding to your request of April 16, I am enclosing a copy of a claim filed in this office by Pacific Iron Works, Portland, against J. W. and J. R. Hillstrom, contractors for the construction of the bridge over South Slough on the Cape Arago Secondary Highway, State Highway Contract No. 1584.

This claim has also been filed in the Secretary of State's office. A copy thereof was sent to J. W. and J. R. Hillstrom on January 3.

Very truly yours,

Secretary

HBG:AJ

C
O
P
Y

PACIFIC IRON WORKS

Portland, Oregon
Dec. 1, 1934

Sold to Hillstrom Bros.
Marshfield, Oregon

TERMS NET CASH-- No Discount Allowed

SOUTH SLOUGH BRIDGE JOB

Billed				
7/22/34	252,284# Structural Steel at 4.04 cwt.		$10192.27	
	31928# Machinery at .24 lb.		7662.72	17854.99
8/10/34	Channels and angles for man hole cover 136# at 4.04 cwt.		5.49	
	Freight		.83	6.32
8/30/34	Plates ordered by W. A. Reeves			
	2 pl. 12"x3/8"x3'-8"			
	2 " 13"x3/8"x4'-11" 276 # at 4.04			11.15
10/1/34	Counter sunk rivets for machiner 285# at 24 cts. lb.		68.40	
	Fillers & Bolts 68# at 4.04		2.75	71.15
10/1/34	Erecting Structural Steel			
	252,764# at 25.60 Ton		3235.38	
	" Machinery 32,213# at 5 cts. lb.		1610.65	4846.03
11/30/34	Charged by S. Bend Iron Works for drilling 144 holes in gusset plate 6 hrs. at 1.50			9.00
	9/18/34 Turning laterals BL8 and BL9 also drilling 30 holes in same and 20 holes in channels for gusset plates also fitting gusset plates to MS 1 and R&L and riveting same			
	1 man hr. 8 at 1.10	$8.80		
	1 man hr. 8 at 1.00	8.00		
	1 man hr. 8 at .90	7.20		
	1 man hr. 8 at .65	5.20	29.20	
	Ins. 20%		5.84	
	Profit & Overhead		4.72	
	Equipment rental		18.00	57.76
	9/26/34 Reaming holes on BL8 & BL9			
	1 hr. at 1.00 1 hr. at .90		1.90	
	Insurance 20%		.38	
	Profit & Overhead		.34	
	Equipment Rental		1.50	4.12
	TOTAL CONTRACT AND EXTRAS			$22860.52

CASH RECEIVED	8/6/34	$10000.00	
	9/18/34	5000.00	
	10/28/34	2500.00	
	11/28/34	2988.67	
	11/28/34	655.69	21144.36
			$ 1716.16

Liljeqvist
Bennett Swanton
H. A. Slack
Jos. A. McKeown

LILJEQVIST, SWANTON & SLACK
ATTORNEYS AND COUNSELORS

MARSHFIELD, OREGON
AMERICAN BUILDING

April 16, 1935

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Your letter of April 5, 1935, to J. W. and R.J. Hillstrom, Marshfield, Oregon, with reference to their inquiry of April 4th and the claim of the Pacific Iron Works against them, has been received by them and after consultation with them they desire that you send to me on their behalf a statement of what the claim is of the Pacific Iron Works against them; for some time there was a dispute between these parties as to the question of whether there was one thousand dollars due or seventeen hundred and some odd dollars, the Hillstroms claiming that there was only a thousand dollars due and apparently the Pacific Iron Works claiming the larger sum.

The Hillstroms have plenty of evidence to sustain their position and are satisfied no further sum is due than a thousand dollars. On February 28, 1935, they made their check numbered 486 to Pacific Iron Works in the sum of one thousand dollars, and this check was received by Pacific Iron Works, cashed by them, and above the endorsement of the Pacific Iron Works by their vice-president, J. J. Hannen, was the following statement:

"This check is accepted and received in full accord and satisfaction of all claims by the undersigned against J. W. and R. J. Hillstrom."

This endorsement of the parties underneath the foregoing notation should settle the matter. They are apparently now attempting to take the position that they can give a full accord and satisfaction and still resist the same. The Hillstrom Bros. desire to know the exact nature of the claim filed by them with the Highway Commission. This matter is pending, it ought to be closed up, and the delay is costing them money.

Very truly yours,

LAL:S

5

April 5, 1935

J. W. & J. R. Hillstrom
General Contractors
Marshfield, Oregon

Gentlemen:

Replying to your inquiry of April 4th concerning the claim of the Pacific Iron Works against you, I wish to advise that we have received no word from them to date that their claim has been paid.

Very truly yours,

HBG:OG

Secretary

ril 4, 1935

H. B. G.

The last we had in regard to this claim was on Feb, 8, 1935 the Pacific Iron Works advised that they had not received full payment.

J. McF.

RECEIVED
APR 4 1935
OREGON
STATE HIGHWAY COMMISSION

April 4, 1935.

OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

GENTLEMEN:

Please advise if Pacific Iron Works, of Portland, Oregon have released their claim against our account, if not please advise us the amount of their claim.

Yours very truly,

J.W.& J.R.Hillstrom.

By, ap

J. W. & J. R. HILLSTROM
GENERAL CONTRACTORS
MARSHFIELD, OREG.

April 4,1935.

RECEIVED
APR - 4 1935
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

GENTLEMEN:

Please advise if Pacific Iron Works, of Portland, Oregon have released their claim against our account, if not please advise us the amount of their claim.

Yours very truly,

J.W.& J.R.Hillstrom.

By, ap

March 29, 1935

J. W. & J. R. Hillstrom
Marshfield
Oregon

Gentlemen:

Your request for an extension of time on Contract No. 1584 was considered at the meeting of the State Highway Commission on January 31, and the following action was taken:

> "J. W. & J. R. Hillstrom, Contract No. 1584, construction of a bridge over South Slough on Cape Arago Secondary Highway near North Bend in Coos County, requested an additional extension of time from November 30, 1934 to January 24, 1935, in which to complete this project, giving as their reason that they could not do certain painting work because of adverse weather conditions. The Engineer advised that the traveling public has not been inconvenienced by the delay because the bridge has been in use since November 15; also, that the State has not incurred any additional expense for engineering. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote."

Very truly yours,

Secretary

AJ

cc Collier

#1584

207

February 8, 1935

J. W. & J. R. Hillstrom
Marshfield, Oregon

Gentlemen:

A few days we received from you a letter to the effect that you had paid the claim of the Pacific Iron Works in connection with your contract No. 1584. In accordance with our usual practice we sent copies of this letter to the Pacific Iron Works, and in response thereto we today received a reply, a copy of which is enclosed for your information.

Very truly yours,

Secretary

HBG:OG
encl.

PACIFIC IRON WORKS
STRUCTURAL STEEL FABRICATORS

TELEPHONE GARFIELD 8228
2901 N.E. CLACKAMAS STREET
PORTLAND, OREGON

Febr 7 1935

H.B. Glasyer, Secretary,
Oregon State Highway Commission,
Salem Oregon.

Dear Sir:-

This will refer to your letter of February 6th regarding letter received by you from J. W. and A. R. Hillstrom, stating that they had paid us in full for labor and machinery furnished in connection with highway contract No. 1584. While we received a check from Hillstrom Bros., we do not agree with them that this is in full payment. There is certain monies deducted which was supposed to be paid to the States Construction Company, and at this writing, we have no evidence that this was done.

When this matter has been cleaned up, we will give Hillstrom Bros., a clean bill of health.

Yours very truly,

PACIFIC IRON WORKS.

By J J Hannon

J.J. Hannon, ~~Secretary~~. Pres

JJH:L

Cc- Hillstrom Bros.,
Aetna Casualty Ins. Co-
Bates Lively & Pearson.

BRIDGES - BUILDINGS - TOWERS

#1584

207

February 6, 1935

Pacific Iron Works,
East 29th and Clackamas Streets
Portland, Oregon

Attention: J. J. Hannon, Vice President

Gentlemen:

I am attaching a copy of a letter we have just received from J. W. & J. H. Hillstrom advising that they have settled, in full, your claim against them for machinery and labor furnished in connection with State Highway Contract No. 1584 covering bridge construction over South Slough on the Cape Arago Secondary Highway.

Will you please verify this so that we can complete our records?

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Aetna Casualty & Surety Co.,
Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

February 6, 1935

J. W. & J. R. Hillstrom
General Contractors
Marshfield, Oregon

Gentlemen:

Wish to thank you for your letter of February 4 advising that you have paid the claim of the Pacific Iron Works for machinery and labor furnished in connection with your contract with the State Highway Commission covering bridge construction over South Slough on the Cape Arago Secondary Highway, Contract No. 1584.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

J. W. & J. R. HILLSTROM
GENERAL CONTRACTORS
MARSHFIELD, ORE.

Feb. 4, 1935.

OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

Gentlemen;

We are informing you that a settlement has been reached between the Pacific Iron Works of Portland, Oregon, and ourselves. They have accepted our check for $1,000.00 as full payment.

Yours very truly,

J.W.& J.R. Hillstrom.

#1584

NRS 207

January 30, 1935

Mr. H. B. Glaisyer:

This is to advise that J. W. & J. R. Hillstrom completed all work on Contract No. 1584 for the construction of the South Slough Bridge on January 24, 1935.

Will you please secure authority for us to pay the final estimate on this job?

C. B. McCullough
Bridge Engineer

RR LD

#1584

207

J. W. & J. R. HILLSTROM
GENERAL CONTRACTORS
MARSHFIELD, OREG.

Jan. 28, 1935.

PACIFIC IRON WORKS,
Portland, Oregon.

GENTLEMEN:

Enclosed find check in the sum of $1,000.00 in full payment and settlement of the account between Pacific Iron Works and J. W. & J. R. Hillstrom.

This payment is in exact accordance with the agreement of settlement arrived at between us in adjustment of all mutual claims and pursuant to which agreement you wrote us on December 3rd and December 8th 1934.

This settlement is in exact agreement with the fact, after giving us credit for the work that we did in performing work that should have been performed by you, you have no authority to raise the claim from $1,000.00 to $1716.16.

We are inclosing check to you in the sum of $1,000.00 in full payment of account, so marked, and with an endorsement on the back.

The bank is being notified that if there are any alterations in this endorsement the check will not be honored.

Very truly yours,

J.W.& J.R. Hillstrom.

JW Hillstrom

Copy of letter mailed Pacific Iron Works.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. USPW NRS 207-A

January 11, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S. Public Works Project NRS 207-A, South Slough Section, Cape Arago Hwy., ____________________, was made by a representative of this office on December 13, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jm

#1584

207

(Copy made for Bridge Dept.)

J. W. & J. R. HILLSTROM

SOUTH SLOUGH BRIDGE

TO:
MR. H. B. GLAISYER,
OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

DEAR SIR:

In regard to the settlement of our account with the Pacific Iron Works of Portland, Oregon.

Mr. Raymond Archibald, resident engineer has not accepted their part of sub-contract on the South Slough Bridge.

It is apparent that Gear "113" G of machinery does not work satisfactory and will have to be machined or replaced.

As soon as the Engineers O. K. the Bridge we will immediately remit them the balance of our account.

Very truly yours,

J. W. & J. R. Hillstrom.

AR

#1584

201

January 3, 1935

Pacific Iron Works
East 29th and Clackamas Streets
Portland, Oregon

Attention of Mr. J. J. Hannon, Vice-President

Gentlemen:

This acknowledges receipt of your letter of December 28 advising that you have a claim in the sum of $1,716.16 against J. W. and J. R. Hillstrom, being balance due you from Messrs. Hillstrom for fabricating steel and labor for installation of machinery for the operation of a draw span, which is known as the South Slough bridge in Coos County.

The contract to which you refer is State Highway Contract No. 1584 in connection with which J. W. and J. R. Hillstrom furnished the State with a surety bond for the protection of claims incurred against the project. The bond was written by Aetna Casualty & Surety Company for which Bates, Livey & Pearson are agents, with offices in the Yeon Building, Portland.

We offer this bond to you for the protection of your claim and suggest, in the event you fail to secure satisfaction from the contractors, that you take the matter up with the agents of the bonding company; also, if you have not already done so, that you file notice of claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon, 1931, a mimeographed copy of which I enclose.

In accordance with our usual practice, we are today calling this matter to the attention of the contractors and their surety.

Very truly yours,

Secretary

HBG:AJ

PHONE GARFIELD 0220

PACIFIC IRON WORKS
INCORPORATED
STRUCTURAL STEEL
STEEL BUILDINGS AND BRIDGES
ARCHITECTURAL STEEL

MEMBER OF THE UNITED METAL TRADES ASSOCIATION OF THE PACIFIC COAST

CARRY IN STOCK:
STEEL BEAMS
CHANNELS
ANGLES
PLATES
TEES

OFFICE AND WORKS:
EAST 29TH AND CLACKAMAS STREETS

PORTLAND, OREGON.

Dec 28 1934

H. Glaysier,
Highway Commission,
Salem Oregon.

Dear Sir:-

Notice is hereby given that the Pacific Iron Works, Inc., an Oregon Corporation has a claim for fabricating steel and labor for installation of machinery for operating a draw of what is known as the South Slough Bridge, located in Coos County, Oregon, in the sum of $1716.16. An analysis of this account is hereto attached.

Contractors on this work are J.W. and J.R. Hillstrom, operating as Hillstrom Bros., whose Post Office address is Marshfield Oregon.

Please see that our interests in the matter of payment to us are protected.

Will you kindly acknowledge receipt of this communication, accepting our thanks for your kind consideration.

Yours very truly,

PACIFIC IRON WORKS.

By

J.J. Hannon, Vice-Pres.

JJH:L

MANAGER

HONE GARFIELD 0220

PACIFIC IRON WORKS

STRUCTURAL STEEL

STEEL BUILDINGS AND BRIDGES
ARCHITECTURAL STEEL
BRIDGE RODS
CASTINGS

MEMBER OF THE UNITED METAL TRADES ASSOCIATION OF THE PACIFIC COAST

CARRY IN STOCK:
STEEL BEAMS
CHANNELS
ANGLES
PLATES
TEES

OFFICE AND WORKS:
EAST 29TH AND CLACKAMAS STREETS

PORTLAND, OREGON Dec. 1, 1934.

SOLD TO Hillstrom Bros., Contractors,
Marshfield, Oregon.

TERMS NET CASH–NO DISCOUNT ALLOWED

Billed	SOUTH SLOUGH BRIDGE JOB				
7/22/34	252,284# Structural Steel @ 4.04 cwt.	$10192	27		
	31928# Machinery @ .24 lb.	7662	72	$17854	99
8/10/34	Channels and angles for man hole cover 136# @ 4.04 cwt.	5	49		
	Freight		83	6	32
8/30/34	Plates ordered by W. A. Reeves 2 pl. 12"x3/8"x3'-8" 2 " 13"x3/8"x4'-11" 276# @ 4.04			11	15
10/1/34	Counter sunk rivets for machinery 285# @ 24¢ lb.	68	40		
	Fillers & Bolts 68# @ 4.04	2	75	71	15
10/1/34	Erecting Structural Steel 252,764# @ 25.60 Ton	3235	38		
	" Machinery 32,213# @ 5¢ lb.	1610	65	4846	03
11/30/34	Charged by S. Bend Iron Works for drilling 144 holes in gusset plate 6 hrs. @ 1.50			9	00
	9/18/34 Burning laterals BL8 & BL9 also drilling 30 holes in same and 20 holes in channels for gusset plates also fitting gusset plates to MS 1 and R&L and riveting same 1 man hr. 8 @ 1.10 $8.80 1 " " 8 @ 1.00 8.00 1 " " 8 @ .90 7.20 1 " " 8 @ .65 5.20	29	20		
	Ins. 20%	5	84		
	Profit & Overhead	4	72		
	Equipment Rental	18	00	57	76
	9/26/34 Reaming holes on BL8 & Bl 9 1 hr. @ 1.00 1 hr. @ .90	1	90		
	Insurance 20%		38		
	Profit & Overhead		34		
	Equipment Rental	1	50	4	12
	TOTAL CONTRACT AND EXTRAS			$22860	52

WORKS

CHANNELS
ANGLES
PLATES
TEES

STRUCTURAL STEEL
STEEL BUILDINGS AND BRIDGES
ARCHITECTURAL STEEL
BRIDGE RODS
CASTINGS

MEMBER OF THE UNITED METAL TRADES ASSOCIATION OF THE PACIFIC COAST

OFFICE AND WORKS:
EAST 29TH AND CLACKAMAS STREETS

PORTLAND, OREGON, Dec. 1, 1934.

SOLD TO Hillstrom Bros., Contractors,
Marshfield, Oregon.

TERMS NET CASH—NO DISCOUNT ALLOWED

TOTAL CONTRACT AND EXTRAS SOUTH SLOUGH BRIDGE		$22860	52
CASH RECEIVED:			
8/8/34	$10000.00		
9/18/34	5000.00		
10/28/34	2500.00		
11/28/34	2988.67		
11/28/34	655.69	21144	36
		$ 1716	16

#1584

207

January 3, 1935

Hon. P. J. Stadelman,
Secretary of State,
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of December 29 enclosing copies of notice of claim filed with you by Pacific Iron Works against J. W. & J. R. Hillstrom to whom the State Highway Commission awarded the contract for the construction of a bridge over South Slough on Cape Arago Secondary Highway in Coos County.

We are today notifying the contractors and their surety that this notice has been filed, and are sending them copies of the notice.

Very truly yours,

Secretary

AJ

January 8, 1935

Aetna Casualty & Surety Company
c/o Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

For your information we are enclosing copy of notice of claim that has been filed in the Secretary of State's office by Pacific Iron Works against J. W. and J. R. Hillstrom in connection with their state highway contract for the construction of a bridge over the South Slough on Cape Arago Secondary Highway in Coos County. The amount of the claim is $1,716.16 for fabricating steel, etc.

According to our records you wrote the bond for these contractors.

Very truly yours,

Secretary

AJ

cc J. W. & J. R. Hillstrom
Marshfield
Oregon

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

December 29, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Pacific Iron Works for $1716.16 against the bond taken from Hillstrom Brothers for work on a bridge over South Slough Bridge in Coos County, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
encs. 3

COPY

PACIFIC IRON WORKS
INCORPORATED

STRUCTURAL STEEL
STEEL BUILDINGS AND BRIDGES
ARCHITECTURAL STEEL

Portland, Oregon
December 28, 1934

Secretary of State,
Salem, Oregon

Dear Sir:-

Notice hereby given that the Pacific Iron Works, Inc., an Oregon Corporation has a claim for fabricating steel and labor for installation of machinery for operating a draw of what is known as the South Slough Bridge, located in Coos County, Oregon, in the sum of $1716.16. An analysis of this account is hereto attached.

Contractors on this work are J.W. and J.R. Hillstrom, operating as Hillstrom Bros., who Post Office address is Marshfield Oregon.

Please see that our interests in the matter of payment to us are protected.

Will you kindly acknowledge receipt of this communication, accepting our thanks for your kind consideration.

Yours very truly,

PACIFIC IRON WORKS.

By J. J. Hannon
J. J. Hannon, Vice-Pres.

JJH:L

ENDORSED: File # 2468
Filed December 29, 1934
P. J. STADELMAN
Secretary of State.

PACIFIC IRON WORKS
STRUCTURAL STEEL
STEEL BUILDINGS AND BRIDGES
ARCHITECTURAL STEEL
BRIDGE RODS
CASTINGS

Portland, Oregon
December 1, 1934

SOLD TO: Hillstrom Bros., Contractors,
Marshfield, Oregon.
TERMS NET CASH-No Discount Allowed

Billed	SOUTH SLOUGH BRIDGE JOB			
7/22/34	252,284# Structural Steel @ 4.04 cwt.		$10192.27	
	31928 # Machinery @ .24 lb		7662.72	$17854.99
8/10/34	Channels and angles for man hole			
	cover 136# @ 4.04 cwt.		5.49	
	Freight		.83	6.32
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	2 pl. 12"x3/8"x3'-8"			
	2 " 13"x3/8"x4'-11" 276# @ 4.04			11.15
10/1/34	Counter sunk rivets for machinery			
	285# @24¢ lb.		68.40	
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	6 hrs. @1.50			9.00
	9/18/34 Burning laterals BL8 & BL9 also drilling 30holes in same and 20 holes in channels for gusset plates also fitting gusset plates to M8 1 and RAL and riveting same			
	1 man hr. 8@1.10	$8.80		
	1 " " 8@1.00	8.00		
	1 " " 8@ .90	7.20		
	1 " " 8@ .65	5.20	29.20	
	Ins. 20%		5.84	
	Profit and Overhead		4.72	
	Equipment Rental		18.00	57.76
	9/28/34 Reaming holes on BL8 &Bl 9			
	1 hr. @$1.oo 1 hr. @ .90		1.90	
	Insurance 20%		.38	
	Profit and Overhead		.34	
	Equipment and Rental		1.50	4.12
	TOTAL CONTRACT AND EXTRAS			$22860.52

CASH RECEIVED:

8/8/34	$10000.00
9/18/34	5000.00
10/28/34	2500.00
11/28/34	2988.67
11/28/34	655.69

21144.36
$ 1716.16

#1584

207

December 19, 1934

J. W. & J. R. Hillstrom,
Marshfield, Oregon.

Dear Sirs:

Please be advised that the time limit on your contract No. 1584 for the construction of a bridge over South Slough in Coos County, expired on November 30, 1934.

Before final payment can be made on the above contract it will be necessary to have your application for an extension of time up to and including the actual date of completion. Your application must be accompanied by the written consent of the Surety on the bond furnished in connection with the contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to Bridge Dept.

#1584

Nov. 1,
~~December 7, 1934~~

207

Pacific Pumping Company, Inc.
617 N. W. Flanders St.
Portland, Oregon

Gentlemen:

Reply is made to your inquiry of October 29.

J. W. & J. R. Hillstrom's contract with the State Highway Commission is described as follows:

Contract No. 1584 - bridge over South Slough near North Bend on Cape Arago Secondary State Highway in Coos County.

Surety: Aetna Casualty & Surety Company; local agents, Bates, Lively & Pearson, Yeon Building, Portland, Oregon.

This project is not yet completed; the approximate date of completion is November 30, 1934.

Very truly yours,

Secretary

AJ

Systems
Water Systems
GH Deep Well Turbines
, Dredge and Mine Pumps
Boiler-Feed Units

WESTCO-PACIFIC Condensation Return Units
IFIC Sump Pumps and Sewage Ejectors
Single and Multi-Stage Centrifugals
Self-Priming Centrifugal Pumps
Circulating Pumps

ESTABLISHED 1907

PACIFIC PUMPING COMPANY, Inc.
PUMPS FOR EVERY SERVICE
617 N.W. FLANDERS STREET • PORTLAND, OREGON
BROADWAY 3334

October 29, 1934

State Highway Commission
Salem, Oregon

Gentlemen:

Please advise the name and number of job, and surety on the bridge which J. W. & J. R. Hillstrom are building at Marshfield; also, date of completion if it has been finished.

Very truly yours,

PACIFIC PUMPING CO., INC.

Virginia M Jones

J:

(Miss) Virginia M. Jones

NRA
WE DO OUR PART

PUMPS RENTED

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. I

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE NO. Ore. NRS 207

June 14, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer

Encls.

Iron

F/4pr 19883

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-207.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 26th day of April, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 5th day of September, 1933, a project statement, which was approved by the Secretary on the 2nd day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the United States District Engineer on the 3rd day of January, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety-eight thousand, eight hundred eighty-three and 95/100 dollars ($98,883.95) as the share of the United States payable under said act on account of [redacted] of said project, which is [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Bridge and approaches:

Between **survey station -1+00 in the SW¼, Section 1, T 26 S, R 14 W, and survey station 23+00 in the SE¼, Section 2, T 26 S, R 14 W, W.M.**, length **0.454 of a** mile~~s~~, in **Coos** County, being ~~Section xxxxxxxxxxxx~~ **Oregon U.S.Public Works** project No. **NRS-207**, consisting of **0.185 of a** mile~~s~~ of roadway and **one** bridge~~s~~ e~~ach~~ of more than 20 feet clear span, **0.269** of a mile in length**, known locally as The South Slough Bridge Section of the Cape Arago Highway between North Bend and Bandon.**

8-5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section .... of~~ said project shall not in any event exceed the sum of **ninety-eight thousand, eight hundred eighty-three and 95/100** dollars ($ **98,883.95**), certified to the Secretary of the Treasury as above mentioned, which [illegible] ~~not exceed the authorized Federal pro rata share of~~

[illegible] **is** [illegible] the approved total estimated cost of [illegible] said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this **U.S.Public Works** Department as Project No. **NRS-207.** State of **Oregon**

SECOND. That in accordance with said provisions I have approved the sum of $ **95,883.95** as the total estimated cost of said project, and the sum of $ **95,883.95** as the share of the United States, payable under said acts on account of such project, which **is the** total estimated cost.

Done at the city of Washington, this 26 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
S~~ecretary of Agriculture~~

U.S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By
Acting Chief, Bureau of Public Roads

FORM 5-A-4 (2000 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

nrs 207

March 6, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1934

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED

ATTENTION: G. S. PAXSON

Dear Sir:

Your note concerning borrow for South Slough bridge at hand. The contract provides that all borrow shall be obtained by widening the present highway roadbed for a distance of 800 feet westerly from the west end of the project. It appears that this widening would be of more value than to do any widening on the east side of the slough.

The cut slopes can be made steep enough so that no additional right of way will be required.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

FORM 5-64 12068 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

mrs 207

OREGON STATE HIGHWAY COMMISSION
SALEM

Feb. 28, 1934.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Mr. E. E. Johnston Resident Engineer of Coquille has called our attention to an evident error on the 100' to the inch map of South Slough bridge vicinity the T_s for the 10° curve at the west end of the bridge is shown as 257.70 feet. Our computations would indicate that this should be 258.31 feet.

Very truly yours,

E. A. Collier
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R.H. Baldock
cc. E.E. Johnston
CDC:AW

nrs 207

February 13, 1934

J. W. & J. R. Hillstrom
1227 N. Eighth Street
Marshfield, Oregon

Gentlemen:

We are forwarding by express today, for your records and files, an executed copy of the contract recently awarded to you by the State Highway Commission for bridge construction on the Cape Arago Secondary Highway in Coos County near North Bend.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

January 24, 1935

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the South Slough Section, Project No. NRS 287.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Rash/MR

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-207

SOUTH SLOUGH SECTION OF THE
CAPE ARAGO HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 23, 1934

Bridge

175	cu. yds.	Structure Excavation	$10.00	$1,750.00
10	" "	Excavation below Plans	15.00	150.00
2,000	lin. ft.	Untreated Foundation Piling	0.35	700.00
16,000	" "	Treated Trestle & Foundation Piling	1.00	16,000.00
4,680	" "	Fender Piling	0.55	2,574.00
100	cu. yds.	Seal Concrete	21.00	2,100.00
240	" "	Class "A" Concrete	21.00	5,040.00
83	" "	" "D" "	21.00	1,743.00
48,000	lbs.	Metal Reinforcement	0.05	2,400.00
55	M-FBM	Treated Lumber	95.00	5,225.00
8	"	Port Orford Cedar Lumber	60.00	480.00
27	"	" " " " (Fenders & Draw Rest)	60.00	1,620.00
220,000	lbs.	Structural Steel	0.06	13,200.00
1,255	lin. ft.	Port Orford Trestle Superstructure	16.00	20,080.00
24,000	lbs.	Machinery	0.35	8,400.00
All Required		Electrical Equipment		3,000.00
" "		Removal of Old Structure		2,000.00
		Sub-total		$86,462.00
		10% Engr. & Cont.		8,646.20
		Total		$95,108.20

Roadway Approaches

All Required		Clearing and Grubbing		$ 300.00
2,100	cu. yds.	Excavation, Single Classification	$0.40	840.00
1,700	yd. stas.	Overhaul	0.05	85.00
1,100	yd. mi.	Truck Haul	0.15	165.00
40	lin. ft.	18" Concrete Pipe	3.00	120.00
50	cu. yds.	Rip Rap	4.00	200.00
420	" "	Crushed Gravel Surfacing	4.00	1,680.00

50	cu. yds.	Filler	$0.60	$ 30.00
50	yd. mi.	Hauling Filler	0.25	12.50
		Sub-total		$3,432.50
		10% Engr. & Cont.		343.25
		Total		$3,775.75

Length of Bridge	0.269 mile
" " Roadway Approaches	0.185 "
Total length	0.454 "
Cost per mile, roadway	$20,409.45

National Recovery Secondary Highway Funds Requested:

Bridge	$95,108.20
Roadway	3,775.75
	$98,883.95

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

nro 207

January 22, 1934

J. W. & J. R. Hillstrom
1227 No. 8th Street
Marshfield, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on January 18 for the construction of a bridge over South Slough near North Bend on the Cape Arago Secondary Highway in Coos County, and has awarded to you the contract for such work at your bid price of $89,894.50.

Please consider this letter as your authority and our request to commence immediate construction of this work.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Bridge Dept.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S.Public Works project NRS 207, bridge over South Slough near North Bend on the Cape Arago Secondary Highway, to J.W. & J.R. Hillstrom, Marshfield, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 3, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon USPW project NRS 207-A, South Slough Bridge on the Cape Arago Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

Your attention is called to error in length of roadway as shown on the preliminary estimate dated January 2. A corrected copy is enclosed.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-207

SOUTH SLOUGH SECTION OF THE

CAPE ARAGO HIGHWAY IN COOS COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, January 2, 1934

Bridge

175	cu. yds.	Structure Excavation	$ 8.00	$ 1,400.00
10	" "	Excavation below Plans	10.00	100.00
2,000	lin. ft.	Untreated Foundation Piling	0.35	700.00
16,000	" "	Treated Trestle & Foundation Piling	1.00	16,000.00
4,680	" "	Fender Piling	0.60	2,808.00
100	cu. yds.	Seal Concrete	15.00	1,500.00
240	" "	Class "A" Concrete	22.00	5,280.00
83	" "	" "D" "	22.00	1,826.00
48,000	lbs.	Metal Reinforcement	0.05	2,400.00
55	M-FBM	Treated Lumber	90.00	4,950.00
8	"	Port Orford Cedar Lumber	60.00	480.00
27	"	" " " " (Fenders & Draw Rest)	60.00	1,620.00
220,000	lbs.	Structural Steel	0.06	13,200.00
1,255	lin. ft.	Port Orford Trestle Superstructure	20.00	25,100.00
24,000	lbs.	Machinery	0.25	6,000.00
All Required		Electrical Equipment		5,000.00
" "		Removal of Old Structure		1,000.00
			Sub-total	$ 89,364.00
			10% Engr. & Cont.	8,936.40
			Total	$ 98,300.40

Roadway Approaches

All Required		Clearing and Grubbing		$ 100.00
2,100	cu. yds.	Excavation, Single Classification	$ 0.50	1,050.00
1,700	yd. sta.	Overhaul	0.05	85.00
1,100	yd. mi.	Truck Haul	0.25	275.00
40	lin. ft.	18" Concrete Pipe	3.00	120.00

EXAMINED AND RECOMMENDED FOR APPROVAL
DIST. OFFICE ....(DATE) JAN 3 - 1934
REG. HDQTRS. ....(DATE)..........

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-607

SOUTH SLOUGH SECTION OF THE
CAPE ARAGO HIGHWAY IN COOS COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, January 2, 1934

Bridge

175	cu. yds.	Structure Excavation	$ 8.00	$ 1,400.00
10	" "	Excavation below Plans	10.00	100.00
2,000	lin. ft.	Untreated Foundation Piling	0.35	700.00
16,000	" "	Treated Trestle & Foundation Piling	1.00	16,000.00
4,680	" "	Fender Piling	0.60	2,808.00
100	cu. yds.	Seal Concrete	15.00	1,500.00
240	" "	Class "A" Concrete	22.00	5,280.00
83	" "	" "D" "	22.00	1,826.00
48,000	lbs.	Metal Reinforcement	0.05	2,400.00
55	M-FBM	Treated Lumber	90.00	4,950.00
8	"	Port Orford Cedar Lumber	60.00	480.00
27	"	" " " " (Fenders & Draw Rest)	60.00	1,620.00
220,000	lbs.	Structural Steel	0.06	13,200.00
1,255	lin. ft.	Port Orford Trestle Superstructure	20.00	25,100.00
24,000	lbs.	Machinery	0.25	6,000.00
All Required		Electrical Equipment		5,000.00
" "		Removal of Old Structure		1,000.00
		Sub-total		$ 89,364.00
		10% Engr. & Cont.		8,936.40
		Total		$ 98,300.40

Roadway Approaches

All Required		Clearing and Grubbing		$ 100.00
2,100	cu. yds.	Excavation, Single Classification	$ 0.50	1,050.00
1,700	yd. sta.	Overhaul	0.05	85.00
1,100	yd. mi.	Truck Haul	0.25	275.00
40	lin. ft.	18" Concrete Pipe	3.00	120.00

EXAMINED AND RECOMMENDED FOR APPROVAL
DIST. OFFICE .... (DATE) JAN 3 - 1934
REG. HDQTRS. .... (DATE) ....

50	cu. yds.	Rip Rap	$ 4.00	$ 200.00
420	" "	Crushed Gravel Surfacing	4.40	1,848.00
50	" "	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.25	12.50
		Sub-total		$ 3,715.50
		10% Engr. & Cont.		371.55
		Total		$ 4,087.05

Length of Bridge	0.269 mile
" " Roadway Approaches	~~0.147~~ " 0.185
Total length	~~0.416~~ " 0.454
Cost per mile, roadway	$ 27,803.06

National Recovery Secondary Highway Funds Requested:

Bridge	$ 99,020.30
Roadway	4,087.05
	$ 103,107.35

FORM B-E-1 16680 2M 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

X

7

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM.

January 9, 1934.

5

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6

Major C. F. Williams
District Engineer Officer
War Department
Customshouse
Portland, Oregon.

Dear Sir:

Measurements taken at the South Slough Bridge in Coos County, Oregon, were recently made by our Resident Bridge Engineer, in company with Mr. Cole of your department.

This office is informed that some question may be raised in regard to certain apparent minor discrepancies between the structure as built and the clearance disclosed on the permit drawings.

Reference to Sheet 1 of said permit drawings, a copy of which is attached hereto for convenient reference, indicates a horizontal clearance of 60 feet for the span, open. Measurements taken on the structure indicate a clearance of 59' 2 1/2", or a shortage of 9 1/2" in the clearance.

The draw span structure rests upon temporary pile piers at the ends although the center or pivot pier was built of permanent construction. We are attaching to this communication a sketch indicating the construction of these end piers from which it will be noted that the end supports for the structure consist of small concrete caps resting on temporary pile supports. It will be possible to move this support back at such time as it is found necessary to redrive these piling or to replace them with permanent concrete construction. These modifications will provide more than the 60 foot minimum clearance shown on the permit drawings.

The other limiting clearance dimension is for the draw span closed, being indicated on Sheet 1 of the permit drawings referred to above as 65 feet.

We are attaching hereto a sketch which indicates that the structure as built provides more than this clearance at high water line and for a distance of 4.0 feet above it, but that at the upper corner a slight encroachment exists by virtue of the construction of the outer circumferential girder on the draw span pivot pier. It will be possible to eliminate most of this discrepancy when the temporary end piers are replaced, as set forth hereinabove although it may not be possible to get exactly 65 feet.

In view of the fact that the horizontal clearance provided at and near the water surface is more than called for in the permit, and in view of the fact that the other encroachments are very minor and not located in such manner as to affect navigation, we believe that the construction indicates a substantial compliance with the terms of the permit, and therefore respectfully request that the project be cleared.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

January 2, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the South Slough Bridge Section, Project No. NRS-207.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-207

SOUTH SLOUGH SECTION OF THE

CAPE ARAGO HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)
~~(Estimate to accompany plans. Not as basis for project agreement.)~~

January –, 1934
~~Salem, Oregon, January 2, 1934~~

Bridge

175	cu. yds.	Structure Excavation	10.00	$ 8.00	$ 1,400.00	1,750.00
10	" "	Excavation below Plans	15.00	10.00	100.00	150.00
2,000	lin. ft.	Untreated Foundation Piling	0.35	0.35	700.00	700.00
16,000	" "	Treated Trestle & Foundation Piling		1.00 ✓	16,000.00	16,000.00
4,680	" "	Fender Piling	0.55	0.60	2,808.00	2,574.00
100	cu. yds.	Seal Concrete	21.00	15.00	1,500.00	2,100.00
240	" "	Class "A" Concrete	21.00	22.00	5,280.00	5,040.00
83	" "	" "D" "	21.00	22.00	1,826.00	1,743.00
48,000	lbs.	Metal Reinforcement	0.05	0.05	2,400.00	2,400.00
55	M-FBM	Treated Lumber	95.00	90.00	4,950.00	5,225.00
8	"	Port Orford Cedar Lumber	60.00	60.00	480.00	480.00
27	"	" " " " (Fenders & Draw Rest)	60.00	60.00	1,620.00	1,620.00
220,000	lbs.	Structural Steel	0.06	0.06	13,200.00	13,200.00
1,255	lin. ft.	Port Orford Trestle Superstructure		20.00 – 16.00	25,100.00	20,080.00
24,000	lbs.	Machinery	0.35	0.25	6,000.00	8,400.00
All Required		Electrical Equipment			5,000.00	3,000.00
" "		Removal of Old Structure			1,000.00	2,000.00
		Sub-total			$ 89,364.00	86,462.00
		10% Engr. & Cont.			8,936.40	8,646.20
		Total			$ 98,300.40	95108.20

Roadway Approaches

All Required		Clearing and Grubbing			$ 100.00	300.00
2,100	cu. yds.	Excavation, Single Classification		$ 0.50	0.40	1,050.00	840.00
1,700	yd. sta.	Overhaul	0.05	0.05	85.00	85.00
1,100	yd. mi.	Truck Haul	0.15	0.25	275.00	165.00
~~40~~ 40	lin. ft.	18" Concrete Pipe	3.00	3.00	120.00	120.00

50	cu. yds.	Rip Rap	4.00	$ 4.00	$ 200.00	200.00
420	" "	Crushed Gravel Surfacing	4.00	4.40	1,848.00	1,680.00
50	" "	Filler	0.60	0.50	25.00	30.00
50	yd. mi.	Hauling Filler	0.25	0.25	12.50	12.50
		Sub-total			$ 3,715.50	3,432.50
		10% Engr. & Cont.			371.55	343.25
		Total			$ 4,087.05	3,775.75

Length of Bridge	0.269 mile
" " Roadway Approaches	~~0.147~~ " .185 mile
Total length	~~0.416~~ " .454 mile
Cost per mile, roadway	$ 27,803.06 $20,409.45

National Recovery Secondary Highway Funds Requested:

Bridge	$ 98,020.30	95,108.20
Roadway	4,087.05	3,775.75
	$ 102,107.35	98,883.95

[illegible] auth. for [illegible]: Chap 175, laws 1917 Chap 31, laws 1920. Chap 248, laws 1931
" " Maint.: Chap 41, laws 1927; Chap 148, laws 1931

FORM B-S-1 9642 1M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 25, 1933.

Bureau of Public Roads
Box 3900
Portland, Oregon.

Gentlemen:

We are attaching herewith layout sheet of a bridge which is proposed for construction over South Slough in Coos County, Oregon. This structure comprises a central steel draw span and 1400 feet of trestle approach, consisting of creosoted piling and Port Orford cedar superstructure.

Complete plans will be submitted to your office for checking and approval in the regular manner within a very short time. The purpose of this preliminary communication is to request permission to test out a new type of timber preservative for the piling used in the draw rest and fenders. The reason for this request lies in the fact that this particular location is badly infested with marine borers (Limnoria and Bancia), and the utilization of piling treated by this special process for fender piers and draw rest work affords an excellent chance to study the behavior of this method of preservative in marine waters while not in any way effecting the safety or integrity of the structure itself.

In view of the foregoing circumstance, therefore, it is respectfully requested that the process described hereinbelow be approved for use on the draw rest and fender piling of the South Slough as an experimental project.

1. Description of Treating Process:

The process which it is desired to try out is known as the "Mineralized Cell Wood Preserving Treatment for Poles and Piling". This process is not applicable to square timbers but only to round posts and piles, and consists, briefly, in the treatment of said poles or piles by means of a cylindrical jacket encasing the head of the pile or post throughwhich the preservative solution is forced through the stick parallel to the grain and under pressure.

The major toxic ingredient is arsenic trioxide. Other toxic ingredients are used, principally zinc chloride and copper sulphate.

2. History of Use of Treatment:

This method of treatment was first tried out for this department in July 1929, at which time Mr. A. L. Gemeny of your Division of Tests witnessed its application to some piles and poles at Coquille, Oregon. Mr. Gemeny appeared somewhat interested and suggested that we give the method a preliminary trial. In October, 1929, therefore, we applied this method to some piles driven for revetment purposes at a location known as Four Mile Creek, South of Bandon, Oregon. In June, 1933, after approximately four years of service, these piling were examined, and the timber appeared to be absolutely sound and uneffected in any way. Immediately adjacent to the piling treated by the mineralized cell process we drove some untreated fir piles. On the date of our last inspection, June 12, 1933, these untreated piles were found to be decayed to a marked degree, the sap wood being practically all gone, with evidence of considerable heart wood decay. In contrast with this condition, the mineralized cell treated piles appeared absolutely sound throughout the entire sap ring, as well as in the heart portion of the timber.

This treatment can be done on the ground by means of a small portable plant, and since the first development of this plant (1929) considerable improvements have been made so that the cost of treatment has been materially reduced during these four years of experimentation and development.

On August 8, 1933, sample borings taken from a pole treated by this process were sent to our laboratory for test, with the following results:

Total arsenic trioxide	0.55%
Total water soluble arsenic trioxide	0.49%
Total insoluble arsenic trioxide	0.06%

I am attaching herewith report under date of September 22, by Mr. Finkbiner, Engineer of Tests for this Department, and also a copy of a communication under date of July 28, 1933, from Mr. A. L. Houghtaling.

Mr. Finkbiner's report indicates that under a most strenuous accelerated test, there is a residual arsenic trioxide content equal to 0.06 per cent which would probably render the timber sufficiently toxic for all purposes for many years, and that under field conditions, the degree of residual toxicity will probably be much greater than the above.

Mr. Houghtaling's letter is of interest as indicating relative costs, etc.

In closing, we wish to point out that while these preliminary data are far too meager to warrant definite conclusions, they would appear sufficient to warrant a further trial which fact constitutes the reason for the request for this research project.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
Enclosure

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 9, 1933

Mr. R. H. Baldock
State Highway Engineer
San Francisco, California

Dear Sir:

Oregon National Recovery Secondary project statement No. 207 was approved on October 2.

As the South Slough over which a bridge is to be built is a navigable stream, approval was made subject to the condition that the location, plans and specifications would be approved by the War Department before submission of a project agreement for signature.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

CONTRACT #1585,

NRM 174-A Hood River Sec. 1933

1585

174 G

DIVISION ENGINEER'S ESTIMATE OF COST

CASCADE LOCKS SECTION

COLUMBIA RIVER HIGHWAY

GRADING AND BITUMINOUS MACADAM

BIDS TO BE RECEIVED MARCH 28, 1935

Item No.	Item			Unit Price	Amount
1.	Clearing & Grubbing	All specified		100.00	100.00
2.	Trench Excavation	150 cu. yds	@	0.75	112.50
3.	Excavation, Single Class.	19,000 cu.yds	@	0.40	7,600.00
4.	Overhaul	4,800 yd. stas.	@	0.02	96.00
5.	Truck Haul	1,600 yd. mi.	@	0.20	320.00
6.	Finishing Roadbed & Slopes	0.91 mile	@	300.00	273.00
7.	Rounding Cutbanks	4,000 lin. ft.	@	0.10	400.00
8.	12 Inch Concrete Pipe	190 lin. ft.	@	1.10	209.00
9.	18 Inch Concrete Pipe	60 Lin. ft.	@	2.50	150.00
10.	24 Inch Concrete Pipe	110 lin. ft.	@	3.00	330.00
11.	Removal of Old Pavement	2,000 sq. yds.	@	0.50	1,000.00
12.	Class "A" Concrete	10 cu. yds.	@	25.00	250.00
13.	Catch Basin Frame & Grating	10 only	@	9.00	90.00
14.	Class "D" Concrete	24 cu. yds.	@	25.00	600.00
15.	Metal Reinforcement	2,200 lbs.	@	0.05	110.00
16.	Concrete Curb	7,200 lin. ft.	@	0.45	3,240.00
17.	Lower Course Subbase & Shoulders	6,300 cu. yds	@	0.65	4,095.00
18.	Top Course Subbase & Shoulders	2,000 cu. yds	@	0.65	1,300.00
19.	Gravel in Footpaths	600 cu. yds.	@	0.65	390.00
20.	Filler	800 cu. yds.	@	0.30	240.00
21.	Hauling Filler	800 yd. mi.	@	0.15	120.00

22.	Sprinkling	220 M-Gals.	@	1.50	330.00
23.	Placing 1½" - 3/4" Mineral Aggregate	2,200 cu. yds.	@	1.10	2,420.00
24.	Hauling 1½" -3/4" Mineral Aggregate	14,500 yd. mi.	@	0.16	2,320.00
25.	Furnishing, Hauling and Placing Other Mineral Aggregate	1,050 cu. yds.	@	4.00	4,200.00
26.	Asphalt	160 tons	@	26.00	4,160.00
27.	Emulsified or Cut back Asphalt in Seal Coat	16 tons	@	27.00	432.00
		Total		$	34,887.50

R H BALDOCK

Cost Analysis Final Report 7-31-34 174-a

Columbia River Highway, Hood River Section, Asphaltic Concrete Paving, Contract 1585, Prefix 14 PA.

United Contracting Co., Contractor
Robert B Gould, Resident Engineer

NOTED
State Highway Engineer

	Cost	Quantity		Unit Cost	Unit Bid	Gross Earnings
Excavation including Haul	515.63	300.37	Cu Yds	1.72	0.60	180.22
12" Concrete Pipe	17.50	12	Lin Ft	1.45	2.10	25.20
Move 12" Concrete Pipe	30.80	28	Lin Ft	1.10	1.10	30.80
16" Concrete Curb	93.30	84.8	Lin Ft	1.10	0.65	55.12
24" " "	254.70	175.74	Lin Ft	1.45	0.86	151.14
Concrete Catch Basin	38.00	1		38.00	20.00	20.00
Crushed Rock Subbase	615.56	210	Cu Yds	2.93	2.75	577.50
Class A Asphaltic Concrete	5173.00	816.5	Tons	6.35	7.65	6246.23
Class C Asphaltic Concrete	3310.00	534	Tons	6.22	7.30	3898.20
Surface Finish Coat	355.84	8812.2	Sq Yds	0.04	0.06	528.73
Force Account	168.25					155.77
Price Agreement, 8" perforated corrigated iron pipe	699.42	940	Lin Ft	0.74	0.64	601.60
Total	11272.00					12470.51

Gross Earnings	12470.51
Total Cost	11272.00
Net Profit	1198.51

Net Profit Equals 10.6 % of Cost

E.H.Clymer

Cost Analysis Final Report -31-34

Columbia River Highway, Hood River Section, Asphaltic Concrete Paving, Contract 1585.

Labor				
Labor			2646.71	
Supervision			486.25	
State Industrial Accident Insurance			162.48	
				3295.44
Material				
Grade D Asphalt (in Bbls) inc freight	64 Tons	@ 23.20	1484.80	
Mineral Aggregate (Crushed Rock)	195 Cu yds	@ 2.25	438.75	
" " (" ")	634 "	@ 2.00	1268.00	
" " (Sand)	189 "	@ 1.50	283.50	
" " (Muck Sand)	63 "	@ 1.00	63.00	
Crushed Rock Subbase	210 "	@ 2.00	420.00	
8" Perforated Iron Pipe	950 L.F.	@ 0.57	541.50	
12" Concrete Pipe	12 L.F.	@ 0.61	7.32	
Material for Curbs and Catch Basin			152.69	
				4659.56
Equipment Rental Supplies and Misc				
Equipment Rental			714.00	
Gas, Oil and Grease			205.00	
Fuel Oil			259.96	
Hired Trucks including Gas, oil and grease			472.15	
Parts and Repairs			292.63	
Small Tools, supplies and Misc			240.30	
Bond			124.70	
Freight and Cartage on Equipment			168.23	
Headers			30.03	
Part of Portland Office Expense			810.00	
				3317.00

Cost Grand Total $ 11272.00

Remarks:

This Job was started April 1,1934 and was completed May 1,1934. 2585 Lin Ft of Pavement (3 Units) ~~mf~~ in Hood River was widened and resurfaced with Asphaltic Concrete.

A 1000 pound per batch Drum Type Mixer was used. Wheelbarrows were used to haul mineral aggregate from stock pile to the mixer. Hand Labor methods were used to spread and rake. Barrelled Asphalt was shipped in by boat from Portland.

Summary of Paving Plant Time.

Plant Operating Time	98¼	hours	88 %
Plant Delays	11	"	10 %
Street Delays	2	"	2 %

1384 Tons of Asphaltic Concrete was produced in 98¼ hours plant operating time an average of 14 tons per hour.

1081 Cu Yds of Mineral Aggregate was used to produce 1384 tons of Asphaltic Concrete an average of 0.781 Cu Yds per Ton.

39.76 Tons of Asphalt used for 817.5 Tons Class A an average of 97.3 lbs per ton
23.26 " " " " " 534.5 " " C " " " 87.0 " " "
0.70 " " " " " 35 " Non Skid " " " 40.0 " " "

E.H.Clymer

Cos[illegible]nalysis Final Report 7-[illegible]34

Columbia River Highway,Hood River Section,Asphaltic Concrete Paving,Contract 1585,Prefix 14 PA

Average Cost of Asphaltic Concrete in Place per Ton. A 1000 pound per batch Drum Type Mixer was used.

	Cost	Quantity		Unit Cost
Freight and Cartage Move In	168.24	1384	Tons	0.121
Repair and Erect Plant	555.02	"	"	0.401
Grade D Asphalt including Freight and Cartage	1528.80	"	"	1.105
Mineral Aggregate (Crushed Rock)	1706.25	"	"	1.233
Mineral Aggregate (Sand and Muck Sand)	346.50	"	"	0.250
Fine Grade and Headers	235.03	"	"	0.170
Rental On Plant @ 0.25 per ton	346.00	"	"	0.250
Operate Paving Plant	860.25	"	"	0.623
Haul Asphaltic Concrete	759.59	"	"	0.549
Lay " "	945.79	"	"	0.683
Bond	106.73	"	"	0.077
Supervision and Overhead	615.00	"	"	0.444
Part of Portland Office Expense	630.00	"	"	0.455
Dismantle	35.14	"	"	0.025
Total	8838.84			6.386

Gross Earnings on Asphaltic Concrete was $10673.16 an average of $7.712 per ton
Total Cost " " " " 8838.84 " " " 6.386 " "

Net Profit " " " " 1834.32 " " " 1.326 " "

E.H.Clymer

#1585

174a

July 25, 1934

National Surety Corporation,
Jas. McI. Wood, West & Company, Agents,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1585 for the construction of the Hood River Section of the Columbia River Highway in Hood River County, has been completed by the contractors, The United Contracting Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 4, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,471.39 including the final payment. Of this amount $155.77 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oreon U.S.P.W. NRM 174-A

POST OFFICE BUILDING
PORTLAND, OREG.

May 31, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Agr.-19518

Form P. R. 2

State Oregon

U.S.Public Works Project No. [illegible]-17th, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of April, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 28th day of October, 1931 a project statement, which was approved by the Secretary on the 10th day of December, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 3rd day of January, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twelve thousand, eight hundred fifteen and 87/100 dollars ($12,815.87) as the share of the United States payable under said act on account of Section A of said project, which is ~~does not exceed the authorized Federal [illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2+85.0 on Oak Street at its intersection with Cascade Avenue and survey station 53+50 on Front Street between Oak and State Streets (excepting therefrom the portion between survey stations 14+28.2 and 26+50, and 39+15 and 51+70, respectively), length 0.490 of a mile~~s~~, in Hood River County, being Section A of Oregon U.S. Public Works project No. NRM-174, consisting of 0.490 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]h. known locally as Oak Street and Front Street in the City of Hood River on F.A. Route #1.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of twelve thousand, eight hundred fifteen and 87/100 dollars ($ 12,815.87), certified to the Secretary of the Treasury as above mentioned, which [illegible]

~~dollars~~ is xxxxxx the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By Washburn
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~as~~ U.S. Public Works Project No. NRM-174-A. State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 12,815.87 as the total estimated cost of said project, and the sum of $ 12,815.87 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ is the total estimated cost.

Done at the city of Washington, this 17 day of May
one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

By
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

FORM 2-L-1 6142 1M 10-33

COMMISSIONERS
[illegible] M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF LESLIE M. SCOTT, CHAIRMAN
1025-29 YEON BUILDING
PORTLAND, OREGON

174a
~~[illegible]-35 B~~

May 28, 1934

Mr. R. H. Baldock
State Highway Department
Salem, Oregon

Mr. Baldock:

Here is a letter of praise from the City Recorder of Hood River, Mr. H. L. Howe. The birdologists use the term rara avis. If it were not mixing metaphors I would say that this is rara avis. I have acknowledged with thanks.

Yours truly,

LMS ES
Enc. 1

RECEIVED
MAY 29 1934

~~REFERRED TO~~
~~H G Smith~~
~~By State Highway Engineer~~

Officers :
H. O. KRESSE
Mayor
H. L. HOWE
Recorder
K. W. SINCLAIR
Treasurer
E. C. SMITH
City Attorney
W. E. HART
Chief of Police

Councilmen :
C. P. SONNICHSEN
W. L. MARSHALL
H. T. DeWITT
R. E. STEELE
LESTER A. BENNETT
C. H. SLETTON

C. M. HURLBURT
City Surveyor
Street Commissioner
Water Superintendent

CITY OF HOOD RIVER

HOOD RIVER, OREGON, May 22, 1934 193

State Highway Commission
Leslie M. Scott Chairman
Salem, Ore.

Dear Sir;

Our City Council has instructed me to write you, complimenting your Department on the very splendid and satisfactory work done on the Oak Street Paving in our City, it is certainly a very fine piece of work and we trust that if sometime in the future it becomes necessary to have other work of a like nature done that the same ones will be those in charge of the work .

Very Truly

H L Howe
City Recorder

RECEIVED
MAY 29 1934

Form 338—5M—2-34

STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

[illegible]
MAY 1 0 1934
[illegible]
STATE HIGH[illegible] COMMISSION

For Week Ending May 6, 1934, *193*

Section Hood River Paving

Kind of work Asphaltic Concrete Pavement.

Highway Columbia River

Section prefix 14PA (NRM-174-A)

Contractor United Contracting Co.

Contract number 1585

Date of contract Jan. 18, 1934., *193*

Date of completion June 30, 1934, *193*

Date work started April 1, 1934., *193*

Estimated date of completion May 2, 1934., *193*

Amount of contract $ 11650.80

Per cent of time elapsed 77. %

Estimated cost of completed project, exclusive of engineering $ 12900.

Per cent of contract completed, based on total contract price 100% %

Engineering costs to date, $ 765., 95 %

Date project was completed May 2, 1934., *193*

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project was completed May 2nd, with the surfacing of the easterly unit. On May 3 undersigned returned to Bend with party of one man.

Plant inspectors Adlard and Van Cleve and Street inspector Miller returned to Salem.

RECEIVED
MAY 1 0 1934
CONSTRUCTION [illegible]

Signed

Address Resident Engineer.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACIN	NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.49 M.
Miles partially completed					
Miles completed					0.49 M.
Total estimated quantities					1340 Tons.
Estimated quantities moved or placed to date					1349.5 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					2
Hours per shift					5
Average force on project for week					51

Percentages of men employed on contract to be secured from:

Hood River County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Hood River COUNTY	Multnmh. COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	39	1				6	46
Men and teams							
Men and trucks under 3 tons	4						4
Men and trucks over 3 tons	0						
Men and tractors	0						
Men & Roller		1					1

Equipment used during week: Shovels 0, Power graders 0, Rollers 2, Mixers 0, Crushing or screening plants 0,

Compressors 0, Bull dozers 0, Sheet-foot rollers 0 . . Paving Plants, . 1. . ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair	0	
Tuesday	Fair	0	
Wednesday	Fair	0	Work Completed this date.
Thursday			
Friday			
Saturday			

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

174a
~~35~~ B

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

April 19, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Attached is a Price Agreement and Authority for Additional Expenditure on the Hood River Paving Project, covering the installing of 940 lineal feet of perforated drain pipe.

This totals $601.60 and will cause an increase in the project authorization by that amount as we have already submitted an extra work order on raising public utility boxes, which was to be taken from the contingencies fund.

The city has carried on a CWA project on the section from sixth to ninth streets in a more thorough manner than they first proposed on which our preliminary estimate of quantities was based.

Every effort is being made to hold down the cost but because of this we beleive the balance remaining in the contingencies fund will have to be drawn on before the project is completed.

Yours very truly,

K. D. Lytle
Division Engineer

By
W. O. Widdows

NOTED

wow/j
C.C. R. B. Gould

Form 3-C-4 18962 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

~~1~~
174-a

April 16, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Attached is an "Order for Extra Work" on the Hood River Paving Project covering the raising of Public Utility Boxes.

The contract provides that this work shall be preformed as extra work as due to the variance in size of the boxes it was not deemed advisable to contract this work.

Yours very truly,

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/j
encl.1

#1585

~~35-B~~

174-A

April 9, 1934

Shell Oil Company
Hood River, Oregon

Attention: M. C. Hatton,
Local Manager

Gentlemen:

Your letter of April 4 addressed to the Honorable P. J. Stadelman, Secretary of State, regarding contract recently awarded the United Contracting Company, has been referred to this office for reply.

The contract to which you refer is State Highway Contract No. 1585 which was awarded on January 18, 1934 to the United Contracting Company, 311 Stock Exchange Building, Portland. This contract covers 0.490 mile of paving on the Hood River Section of the Columbia River Highway in Hood River County. The amount of the contract is $11,650.80. The bond furnished is in the same amount and was written by the National Surety Corporation for whom James McI Wood is the Resident Agent with offices in the Railway Exchange Building, Portland. The date of completion specified in the contract is June 30, 1934.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

JM:MC

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

COPY

April 5, 1934

Shell Oil Company
Hood River, Oregon

Gentlemen:

Your letter concerning the contract of the United Contracting Company of Portland for paving work on the Hood River section of the Columbia River Highway has been referred to the Highway Department. That department has all the information concerning this contraxt.

Yours very truly,

Secretary of State

ML
cc. State Highway Commission

#1585

SHELL OIL COMPANY

PETROLEUM PRODUCTS

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Hood River, Oregon,
April 4, 1934.

Mr. P. J. Stadelman,
Secretary of State,
Salem, Oregon.

Dear Sir;

We will appreciate it very much if you will give us the following information concerning the contract recently awarded the United Contracting Company of Portland covering paving work on the Hood River section of the Columbia River Highway.

Whom contract let by; contract number or other identification; nature of work; name and address of principal contractor; name of bonding company and name of resident agent with address of each; amount of contract and amount of bond and approximate date set for completion of work.

Very truly yours,

SHELL OIL COMPANY

M C Hatton

RJD M.C. Hatton, Local Manager.

Respectfully referred to the State Highway Commission

By P. J. Stadelman, Secretary of State

SECRETARY OF STATE
RECEIVED
APR 5 - 1934
P. J. STADELMAN

FORM S-C-1 12928 1000 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

~~35-B~~
174-A

April 7, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr.~~ H. G. Smith

Dear Sir:

The re-arrangement of the curbs and the widening of the streets in Hood River necessitated considerable study and planing and for that reason I thought it would be best to let Gould stay at Hood River and complete the job rather than turn it over to Peck. He will stay there until completion of the work. The job will not last longer than this month and will not interfere with his work here at Bend as they will not be ready to start here until the first of May.

If there is any particular rush about completing the Redmond paving survey I han have Widdows do that. Please advise regarding this feature.

Yours very truly

K. D. Lytle
Division Engineer

NOTED
Highway Engineer

kdl/c

-B

174-A

March 30, 1934

Mr. K. D. Lytle
Division Highway Engineer
Bend, Oregon

Dear Sir:

Reference is made to the monthly estimate recently submitted for the Hood River Project (Contract 1585), which estimate consisted only of an allowance for crushed rock in stock pile.

As our standard specifications provide for advances on materials on hand only when the value of the materials is in excess of $1,000.00, and as the prices at which the allowances were made appeared excessive, we took the matter up with Mr. Hoyt by telephone. Mr. Hoyt said he wasn't particular whether we made the allowance or not, so it was agreed that none would be made at this time. The estimate submitted is, therefore, being destroyed.

Mr. Peck should be instructed to call the April 10th estimate~~d~~, Estimate No. 1.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc J. E. Peck

CHAIRMAN, PORTLAND
WASHBURNE, EUGENE
ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

March 23, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. D. W. Probert

Dear Sir:

Attached is a monthly estimate on the Hood River Section, Contract No. 1585. While no actual work has been performed on the contract proper a commercial sand and gravel company is stockpiling material for the paving and Mr. Hoyt of the United Contracting Company has requested that an estimate be sent in.

There is also attached a bill from the commercial plant showing the quantities stockpiled (which Resident Engineer Peck has checked) and the unit prices paid by the United Contracting Company. As there have been no actual quantities moved, a quantity summary sheet was not prepared.

Yours very truly

K. D. Lytle
Division Engineer

By W. O. Widdows

W. O. Widdows

wow/c
encl.

FORM 9-C-1 12988 1900 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

744
5B

February 23, 1934

RECEIVED
FEB 26 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

It was brought to my attention that the United Contracting Company had made an agreement with Lofts and Son at Hood River for the production of the rock necessary in the paving of the Hood River Streets.

Previous to this time I had sent in for tests, some of this gravel - Lab. Test No. 55301- and the results of this test showed that the gravel did not meet with our requirements as to hardness.

I again took some samples yesterday and they are being sent to Salem by Mr. Hodge. Will you look over the results of these tests and advise me as to whether or not the rock should be used?

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
CC to
N. M. Finkbiner
R. H. Baldock
W. S. Hodge

FORM S A-1 11984 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1-C-2

February 7, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

The United Contracting Company,
311 Stock Exchange Bldg.,
Portland, Ore.

Gentlemen:

With reference to yours of February 6th, we are very sorry that we are unable to send you the sketch of the 15 ft. float at this time, but expect to have plan ready within the next few days.

The plan for the concrete planer float sent to you meets the specifications for the special scraper called for in the Special Provisions. However, this planer is not very satisfactory in that it is hard to keep adjusted.

The scraper that is being used by most of the contractors is one that was developed by the Beaver Portland Cement Company. This scraper or planer is built of heavy angle iron and should last several years if properly taken care of. It is superior to the other scraper in every respect and although it is more expensive it will more than pay for itself in time and labor saved on the job.

This scraper can be purchased through the Beaver Portland Cement Company, C/o of Mr. Muirhead, Gold Hill, Oregon.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

~~25-B~~

174-a

February 3, 1934

James McI. Wood, West & Co.
625 Failing Building
Portland, Oregon

Attention Mr. M. Shearer

Gentlemen:

Replying to your letter of February 2 in regarding to your copy of the contract between the State Highway Commission and the United Contracting for the construction of the Hood River Section of the Columbia River Highway, I wish to say that contract forms are now in the hands of our attorney, Mr. J. M. Devers, for approval as to form. As soon as they have been approved we will see that you are furnished with the customary copy. You may anticipate delivery thereof within the next few days.

Very truly yours

Secretary

HBG:jn

NATIONAL SURETY CORPORATION
NEW YORK, N. Y.
VINCENT CULLEN
PRESIDENT

JAS. McI. WOOD, WEST & CO.
JAS. McI. WOOD L. A. WEST
RESIDENT AGENTS
~~RAILWAY EXCHANGE BUILDING~~
PORTLAND, OREGON
GENERAL INSURANCE
SURETY BONDS
PHONE ATWATER 8643
625 FAILING BLDG.

February 2, 1934.

State Highway Commission,
Salem, Oregon

Gentlemen:

Re: United Contracting Company

On January 24th we forwarded to your Department, by express, four copies of Specifications and Contract Agreement, with bond which we executed on behalf of the United Contracting Company, covering 0.490 miles paving in Hood River Section of Columbia River Highway.

Lewis has it

We would greatly appreciate it if we might be furnished with one copy of the agreement for the completion of our files.

Very truly yours,

JAMES McI. WOOD, WEST & CO.
By M. Shearer

MS.

January 29, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Hood River Section, Project No. NRM 174-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/Gs

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 174-A

HOOD RIVER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 23, 1934

20' Roadway (Sta. 2+85 to 14+28.2)

40	cu. yds.	Excavation, Single Classification	$0.60	$ 24.00
13	" "	Crushed Rock Sub-base	2.75	35.75
320	tons	Class "A" Asphaltic Concrete	7.65	2,448.00
47	tons	" "C" " "	7.30	343.10
8	"	" "E" " "	8.20	65.60
2,930	sq. yds.	Surface Finish Coat	0.06	175.80
		Sub-total		$3,092.25
		10% Engr. & Cont.		309.22
		Total		$3,401.47

Length	0.216 miles
Cost per mile	$15,747.54

35' Roadway (Sta. 26+50 to 34+00)

70	cu. yds.	Excavation, Single Classification	$0.60	$ 42.00
60	lin. ft.	12" Corrugated Iron Pipe	1.40	84.00
22	" "	16" Concrete Curb	0.65	14.30
1	only	Concrete Catch Basins	20.00	20.00
65	cu. yds.	Crushed Rock Sub-base	2.75	178.75
276	tons	Class "A" Asphaltic Concrete	7.65	2,111.40
153	"	" "C" " "	7.30	1,116.90
15	"	" "E" " "	8.20	123.00
3,250	sq. yds.	Surface Finish Coat	0.06	195.00
		Sub-total		$3,885.35
		10% Engr. & Cont.		388.53
		Total		$4,273.88

Length	0.142 mile
Cost per mile	$30,097.74

40' Roadway (Sta. 34+60 to 39+15) (Sta. 51+70 to 53+50)

90	cu. yds.	Excavation, Single Classification	$0.60	$ 54.00
20	lin. ft.	12" Concrete Pipe	2.10	42.00
60	" "	Moving 12" Culvert Pipe	1.10	66.00
68	" "	16" Concrete Curb	0.65	44.20
130	" "	24" " "	0.86	111.80
2	only	Concrete Catch Basins	20.00	40.00
72	cu. yds.	Crushed Rock Sub-base	2.75	198.00
284	tons	Class "A" Asphaltic Concrete	7.65	2,172.60
220	"	" "C" " "	7.30	1,606.00
17	"	" "E" " "	8.20	139.40
3,320	sq. yds.	Surface Finish Coat	0.06	199.20
		Sub-total		$4,673.20
		10% Engr. & Cont.		467.32
		Total		$5,140.52

Length 0.132 mile
Cost per mile $38,943.33

National Recovery Municipal Funds Requested:-

20' Roadway	$3,401.47
35' "	4,273.88
40' "	5,140.52
	$12,815.87

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 24, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Hood River Sargent

Reference is made to P.S.& E. for Oregon U. S. Public Works project No. NRM 174-A.

The specifications provide for eliminating surface inequalities in the existing pavement by means of patching with asphaltic levelling course material. To obtain a smooth surface which will retain its smoothness, it is essential to place it on a uniformly true base. We believe such a base can be more satisfactorily prepared by placing a levelling course on the entire area to be resurfaced. The levelling course should have a minimum thickness of 1/2" over the high spots.

The plans, specifications and estimate for this project have been approved but the above suggestions are submitted for your consideration in the preparation of future projects covering similar work.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

REFERRED TO
Pr [illegible]
By State Highway Engineer

For G-1 11848 800 10-33
COMMISSIONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
RL G. WASHBURNE, EUGENE
. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

25-B

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 24, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. ~~H~~. G. Smith

Dear Sir:

Herewith, for your approval, please find copy of sub contract entered into between Kern & Kibbe and A. J. Waarich, covering construction of rubble masonry and guard rail on The Dalles Section of the Columbia River Highway.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

nrm 35Ⓒ
174a

January 22, 1934

The United Contracting Co.
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on January 15 for the construction of the Hood River Section of the Columbia River Highway in Hood River County, and has awarded to you the contract for such work at your bid price of $11,650.50.

Please consider this letter as your authority and our request to commence immediate construction of this work.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Mr. Probert

January 22, 1934

Mr. K. D. Lytle
Highway Division Engineer
Bend, Oregon

Dear Sir:

When the resident construction engineer is assigned to the United Contracting Company contract for paving on the Hood River Section of the Columbia River Highway, will you please request him to wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work, on the day that work is started on the project. In the wire the project should be referred to as NRM 33-B.

Work on the project will be considered to have started on the day that camp erection, or any other work of a manual nature, is commencedat the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of the wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/ER

cc Resident Engineer

~~35-B~~
174-a

January 20, 1934

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

For use in connection with the Hood River Paving Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office in the Frans Building, Hood River, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc K. D. Lytle

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S.Public Works project NRM 174-A, Hood River section of the Columbia River Highway, to the United Contracting Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM 8-C-1 11848 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

nrm ~~35~~18
174-2

January 10, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Attached is Division Engineer's Estimate of cost of paving the Hood River Section for which the Commission is calling for bids on January 18th.

Yours very truly

NOTED
State Highway Engineer

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/c
encl.

Division Engineer's

Estimate of Cost of

Hood River Section

0.498 Mi. Paving

Excavation, Single Class.	200	C. Y.	@	$1.50	$300.00
12" Concrete Pipe	20	Lin.Ft.	@	2.00	40.00
12" Corr. Iron Pipe	60	" "	@	2.00	120.00
Moving 12" Culvert Pipe	60	" "	@	1.25	75.00
16 inch Concrete Curb	90	" "	@	0.70	63.00
24 " " "	130	" "	@	0.80	104.00
Concrete Catch Basins	3	only	@	25.00	75.00
Crushed Rock Sub-base	150	C. Y.	@	3.00	450.00
Class "A" Asphaltic Concrete	880	Tons	@	6.00	5,280.00
Class "C" " "	420	"	@	6.00	2,520.00
Class "E" " "	40	"	@	6.50	260.00
Surface Finish Coat	9,500	Sq. Yds.	@	0.10	950.00
					$10,237.00

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174-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

January 5, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith revised Project Statement covering the extension of Oregon F.A.P. No. 35 into and through the City of Hood River, as this extension is included in Oregon F.A.P. 174, which was approved December 10, 1931.

Please change your records on the P. S. & E. papers for 35-B to read 174-A.

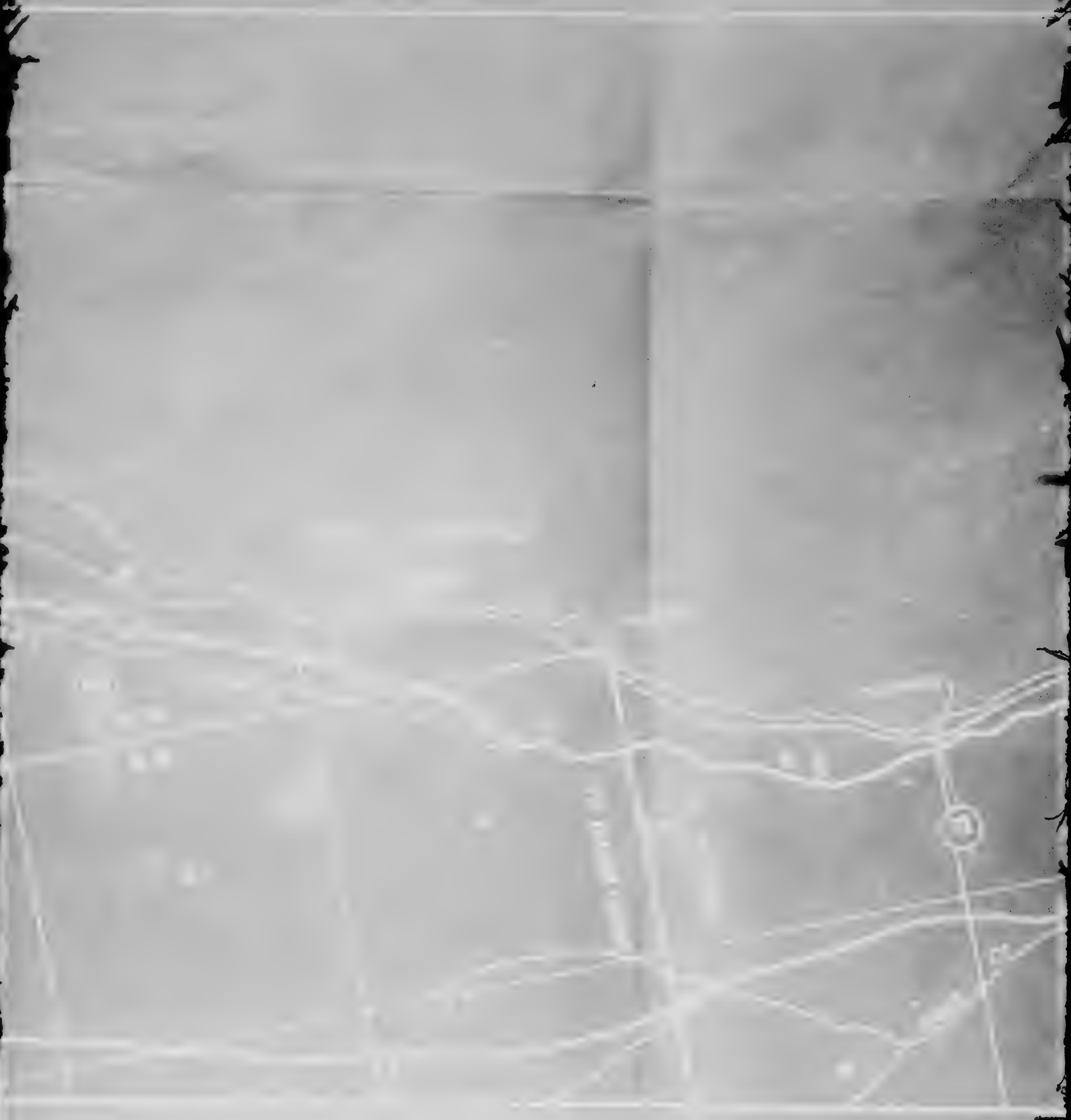
Very truly yours,

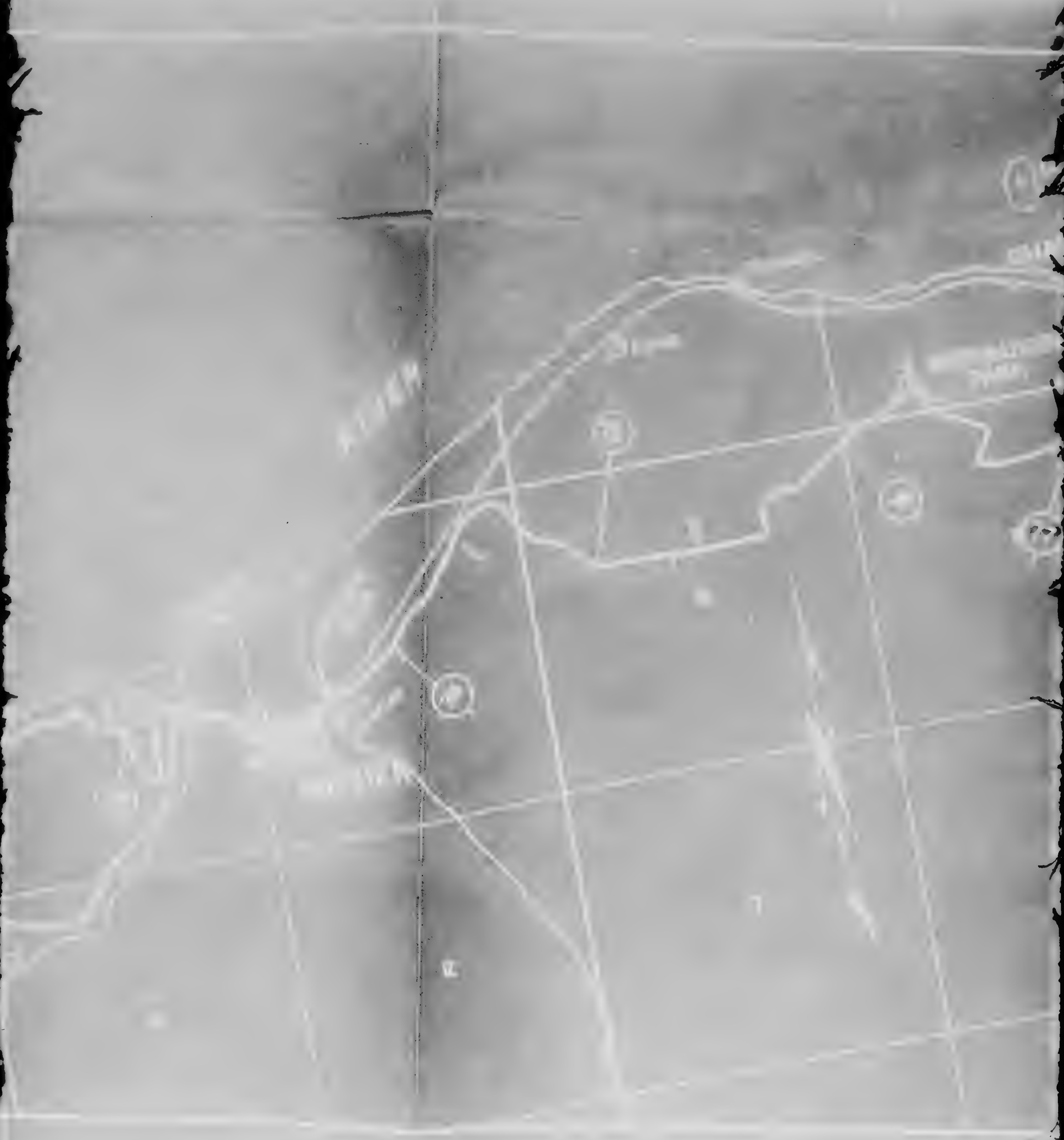
J. H. Lynch

J. H. LYNCH
District Engineer

Enclosures

W. END OF PROJECT
HOOD
TIMBER
6

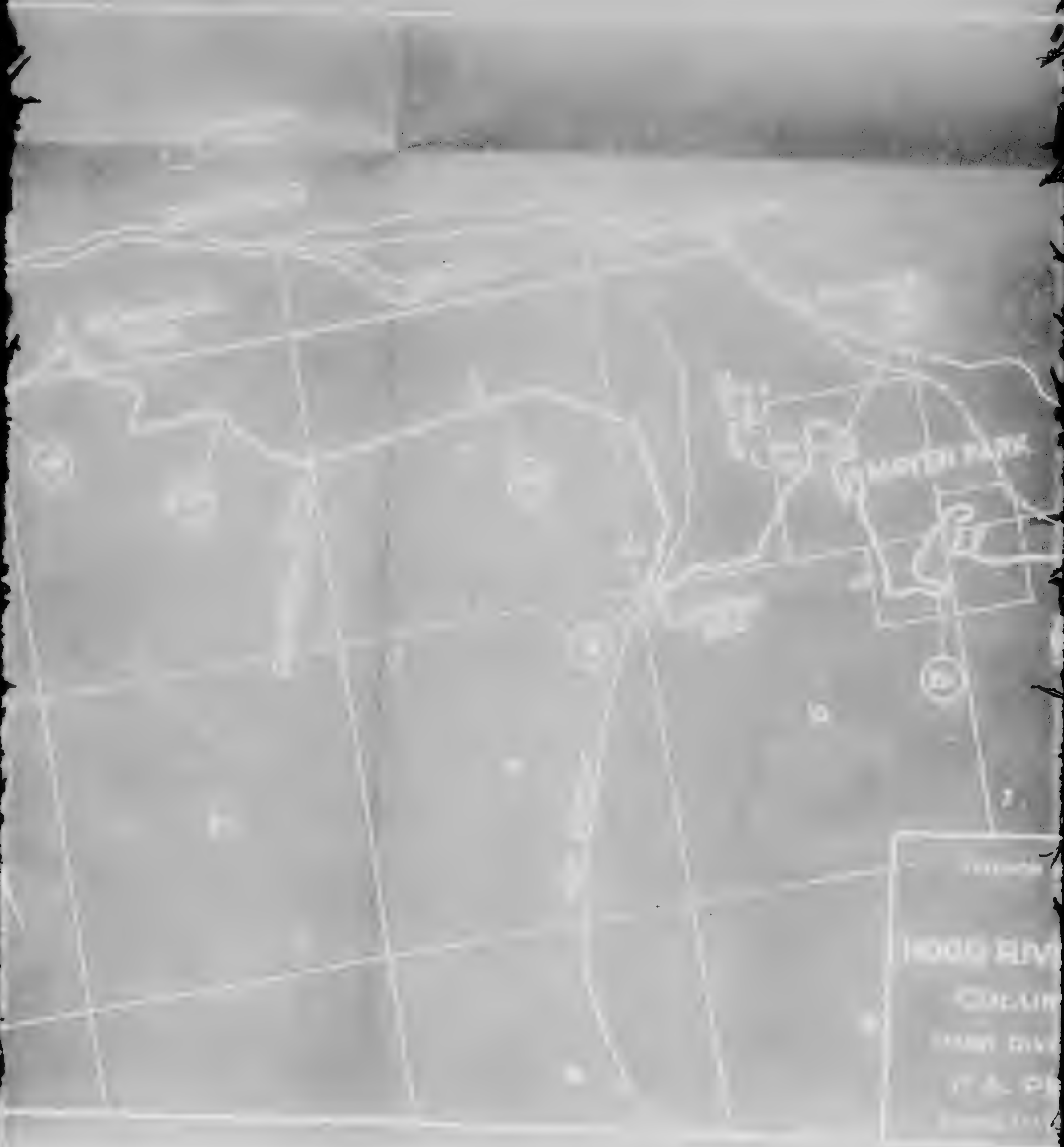




RIVE
F. A.

STATE HIGHWAY DEPARTMENT
Sketch Map
RIVER – ROWENA SECTION
COLUMBIA RIVER HIGHWAY
COUNTIES
PROJECT

W. END OF PROJECT
E. END OF PROJECT
HOOD R


PARK
HOOD RIV
COLUM

STATE Oregon

PROJECT NO. 35 (Revised)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 26, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Hood River-Rowena Section, Columbia River Highway
2. Between control points of official description: Portland and The Dalles
3. Between intermediate control points if used: West end of Proj. 36 and Hood River

County of Hood River and Wasco

4. Length in miles (gross) 16.8 (net) 16.8
5. Preliminary estimate of cost: Total, $ 900,000; section of road to be ~~first~~ next improved, $ 12,000,

of which $ .... is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: .... (Amount.)

Current income sufficient to insure compl: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(b) County .... (Amount.) (Source; refer to statute.)

2 JAN

8—3072

7. **Funds for maintenance to be provided by** State
(State or (and) county.)
, **from the following sources:** Current Income. Chapter 41, Laws 1927.
(Refer to statute.)

8. **Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:** Treasurer of the State of Oregon

9. **Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:** Supplemental Route Report by T.M.Davis, Hwy.Engineer, B.P.R.

10. **Places on the project having a population of 2,500 or more as shown by the latest Federal census:**

Hood River

11. **Additional remarks:**

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE [illegible]

STATE Oregon

PROJECT NO. 35 (Revised)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 26, 1923

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Hood River-Rowena Section, Columbia River Highway

2. Between control points of official description: Portland and The Dalles

3. Between intermediate control points if used: West end of Proj. 36 and Hood River

County of Hood River and Wasco

4. Length in miles (gross) 16.8 (net) 16.8

5. Preliminary estimate of cost: Total, $ 900,000; section of road to be ~~first~~ next improved, $ 12,000, of which $ is the estimated cost of "bridges" of more than 20 foot clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current income sufficient to insure compl: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

7. Funds for maintenance to be provided by **State** (State or (and) county.), from the following sources: **Current Income. Chapter 41, Laws 1927.** (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: **Treasurer of the State of Oregon**

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: **Supplemental Route Report by T.M.Davis, Hwy.Engineer, B.P.R.**

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: **Hood River**

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By Scott
As Chairman
(Title of officer.)

By
As Commissioner
(Title of officer.)

By Washburn
As Commissioner
(Title of officer.)

CONTRACT#1586

No. 230 Calapooya River Sec., Halsey- 1933
Sweet Home Secon. Hwy.

1586

April 30, 1936

Mr. J. W. Nash

Office

NOTED
State Highway Engineer

Dear Sir:

The following is a list of final quantities on the Calapooya River Bridge which varied more than 10 per cent from the contract amount together with their reasons for these variations.

Excavation was reduced from 220 Cu. Yds. as shown in the contract to 188.97 Cu. Yds. As no changes were made in the plans which would account for this much difference, it is apparent that the original estimate must have been in error.

Excavation below Elevation Shown was increased from 10 Cu. Yds. to 21.83 Cu. Yds. The original estimate which is just an allowance was too small.

Class "B" Concrete was reduced from 85 Cu. Yds. to 70 Cu. Yds. and Class "A" Concrete was reduced from 20 Cu. Yds. to 13.901 Cu. Yds. The underrun in both these items was due to an error in the original estimate as no change was made in construction which would tend to reduce the amount of concrete.

Excavation: the common excavation was increased from 3,800 Cu. Yds. to 7,837.6 Cu. Yds. and the solid rock exsavation was reduced from 5,000 Cu. Yds. to 2,312.8 Cu. Yds. From this it is seen that the total excavation was increased from 8,800 Cu. Yds. to 10,150.4 Cu. Yds. The increase in total amount in excavation required, was due to the fact that the approach grade was constructed higher than called for on the plans. The increase in the amount of common excavation and the decrease in the amount of solid rock excavation is accounted for by the fact that a greater amount of common excavation and a lesser amount of solid rock excavation was found during the construction than was originally estimated. In other words, the roadway excavation was overclassified in the original estimate.

Overhaul was reduced from 15,000 Yd. Sta. to 10,681 Yd. Sta. and Truck Haul was increased from 700 Yd. Mi. to 842.2 Yd. Mi. due to rebalancing after changing the approach grade.

12" Concrete Pipe was increased from 130 Lin. Ft. to 168 Lin. Ft. and 12" Corrugated Iron Pipe was reduced from 130 Lin. Ft. to 88 Lin. Ft. The total amount of pipe used agrees very closely with the contract amount, but the variation in each kind is due to the fact that the corrugated iron pipe was used only in fills and swamps.

Top Course Rock was increased from 500 Cu. Yds. to 564 Cu. Yds. This extra rock was used on widening out for approach roads and the "wye" connection at Station 253+50.

Filler was increased from 200 Cu. Yds. to 328.5 Cu. Yds. and Hauling Filler was increased from 100 Yd. Mi. to 174.75 Yd. Mis. This extra filler was necessitated by the unusually clean crushed gravel base.

Very truly yours,

G. S. Paxson,
Acting Bridge Engineer

By
W. A. Reeves,
Office Engineer

DGD:M
cc R. H. Baldock

Final estimates of
J. J. Badraun,
Contract No. 1586,
Halsey-Sweet Home
Secondary Highway

January 20, 1936

COPY

Mr. W. A. Reeves
State Highway Commission
Salem, Oregon

Dear Sir:

Ever since you left with us the vouchers for the signature of Mr. Badraun we have been constantly endeavoring to get in touch with Mr. Badraun, who has now moved to Seattle. We were able to get Mr. Badraun to sign these vouchers for the final estimates on Saturday, January 18, and are enclosing all of them properly signed.

The writer called you on long distance this morning but found that you were out, and talked to Mr. Glaisyer, who advised us that the next meeting of the State Highway Commission would be held on February 6 and 7, and suggested that we call to your attention our desire to have these vouchers for the final estimates approved for payment at that meeting.

In order to bring this matter again to Mr. Glaisyer's attention a carbon copy of this letter is being mailed to him on this date.

Very truly yours,

McCAMANT, THOMPSON & KING

By RALPH H. KING

K/T

cc Mr. H. B. Glaisyer

December 10, 1935

Mr. G. S. Paxson
Acting Bridge Engineer
Office

Dear Sir:

The State Highway Commission, at its meeting held on November 26, approved the payment of $214.62 extra compensation to contractor J. J. Badraun, in connection with his contract for the construction of the bridge at Holly, in Linn County.

Very truly yours,

Secretary

HBG:MBL

FORM 2-K-1 23195 1500 6-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

c/ 231

230

July 11, 1935

Mr. R. H. Baldock,

Office.

NOTED
State Highway Engineer

Dear Sir:

With respect to the [illegible] claim, represented by Mr. Pecore, and the claim of Mr. Anderson, represented by Mr. [illegible]. I would suggest that you fix a date and notify these parties that if they desire they may appear at that time and present their claims to the Highway Commission.

If the Highway Commission turns the claims down we will expect the Commission then to instruct us what to do further.

Very truly yours,

JMD
J. M. Devers

JMD:

cc Mr. C. B. McCullough

July 1, 1935

Mr. Chas. W. Pecore
Attorney
Yeon Building
Portland, Oregon

Dear Mr. Pecore:

I have spent several days very carefully going over the various claims submitted by you in behalf of J. J. Badraun in connection with his contract for the construction of the Calapooia River bridge in Linn County, Contract No. 1586.

I am willing to approve Mr. McCullough's recommendation in regard to the payment of the claims presented under extra work orders No. 4, 6, and 7, concerning which he wrote you under date of February 14. After careful consideration, however, I do not feel that we have any legal basis to warrant the payment of any amount whatsoever on the claims presented by Mr. Badraun on November 28, which claims include Items I to VIII, inclusive.

I am very sorry that we cannot meet you on any part of these claims, as a controversy of this character is not to our liking. In frankness and justice to yourself and your client, however, I feel it my duty to state that we have never had a group of claims presented which were more utterly without foundation, and we feel that in justice to the many other contractors who have performed millions of dollars worth of work without a controversy of this kind, we are bound to vigorously contest any attempt to collect on these claims through appropriate action of law.

Very truly yours,

State Highway Engineer

CBM:AP:HI

MRS 230

#1586

June 7, 1935

McCamant, Thompson & King
Attorneys and Counselors at Law
American Bank Building
Portland, Oregon

Attention: Mr. Ralph King

Gentlemen:

This acknowledges receipt of your letter of June 6th enclosing duplicate original of the assignment from J. J. Badraun to the New Amsterdam Casualty Company covering the balance due Mr. Badraun in connection with his contract with the State Highway Commission for the construction of a bridge over the Calapooya River on the Halsey-Sweet Home Secondary Highway in Linn County, Oregon.

Very truly yours,

HBG:OG

Secretary

Copies Handed to C.F.S.
June 8, 1935

WALLACE McCAMANT
W. LAIR THOMPSON
RALPH H KING

BORDEN WOOD
LYNDON L MYERS

McCAMANT, THOMPSON & KING

ATTORNEYS AND COUNSELORS AT LAW

SUITE 926-931
AMERICAN BANK BUILDING
PORTLAND, OREGON

SUBJECT

June 6, 1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention: Mr. H. B. Glaisyer, Secretary

This will acknowledge yours of June 3 in connection with the assignment to New Amsterdam Casualty Company of the balance due under contract No. 1586 of J. J. Badraun.

In accordance with your request we are enclosing duplicate original of the assignment transmitted with our letter of June 1. Please acknowledge the receipt of the same.

Very truly yours,

McCAMANT, THOMPSON & KING

By Ralph H King

K/T

nRS230

#1586

June 3, 1935

McCamant, Thompson & King
Attorneys and Counselors at Law
American Bank Building
Portland, Oregon

Attention: Mr. Ralph H. King

Gentlemen:

This acknowledges receipt of your letter of June 1st, together with an original assignment executed by J. J. Badraun to the New Amsterdam Casualty Company, whereby Mr. Badraun signs to the company the balance of funds due him from the State Highway Commission in connection with contract No. 1586 for the construction of a bridge over the Calapooya River on the Halsey-Sweet Home Secondary Highway, Linn County.

I shall be pleased to honor this assignment, however, I wish to call to your attention the fact that it will be necessary for us to have at least one more executed copy thereof. We prefer to have three signed copies of the assignment, but if necessary can get along with two. One of these is for the records and files of the State Highway Commission, and the other is for the information of the Secretary of State, and is attached to the voucher when we present it to the Secretary of State for payment.

Very truly yours,

HBG:OG

Secretary

cc Carl F. Smith

Jsim
refer to Carl Smith
but retain assignment here

W.P.

WALLACE McCAMANT
W. LAIR THOMPSON
RALPH H. KING

BORDEN WOOD
LYNDON L. MYERS

McCAMANT, THOMPSON & KING

ATTORNEYS AND COUNSELORS AT LAW

SUITE 926-931
AMERICAN BANK BUILDING
PORTLAND, OREGON

SUBJECT

June 1, 1935

State Highway Commission
Salem, Oregon

Attention: Mr. Glazier

Gentlemen:

We enclose herewith an original assignment executed by J. J. Badraun to New Amsterdam Casualty Company of the balance due upon State Highway Contract No. 1586. Kindly place this of record in your department.

Very truly yours,

McCAMANT THOMPSON & KING

By Ralph H King

ACKNOWLEDGED
H. B. GLAZIER

Com
contracts engineers
MBS 230

#1586

May 7, 1935

McCamant, Thompson & King,
928 American Bank Bldg.,
Portland, Oregon.

Attention: Mr. King.

Dear Sirs:

In response to your request of recent date we are sending to you by express one certified copy of the J. J. Bardsun Contract No. 1586 for the construction of a bridge over the Calapooya River near Holly in Linn County.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

FORM 9-E-1 16096 5M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

NRE 439

April 6, 1935.

Mr. C. W. Pecore,
Attorney
Yeon Building,
Portland, Oregon.

Dear Mr. Pecore:

Since the receipt of your communication of March 24, I have been endeavoring to arrange for a conference with you, Mr. Baldock and Mr. Devers in reference to the Badraum matter. Unfortunately Mr. Baldock has been away from the office a great deal of the time and is tied up for several days in advance.

Mr. Baldock and Mr. Devers now inform me that they will be in the office Tuesday morning, April16, and would suggest that if convenient, you arrange to be down here by about nine o'clock in the morning, or as soon as convenient so that you will have plenty of time in which to go over the matter with them.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. R. H. Baldock
Mr. J. M. Devers

March 15, 1936

230

Mr. Ralph H. King, Attorney
c/o McCamant, Thompson & King
American Bank Building
Portland, Oregon

Dear Sir:

As requested by you, we are sending you herewith certified copy of minutes of the Oregon State Highway Commission relative to the acceptance of State Highway Contract No. 1586 awarded to J. J. Badraun for the construction of a bridge over the Calapooya River on the Halsey-Sweet Home Secondary Highway in Linn County.

Very truly yours,

Secretary

AJ

Portland, Oregon, November 1, 1934

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * *

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts, or modifications thereof, and that said jobs are now ready for acceptance:

* * * *

Contract No. 1586 with J. J. Badraun, construction of a bridge over the Calapooya River near Holley on Halsey-Sweet Home Secondary Highway in Linn County; completed September 10, 1934;

* * * *

The following resolution accepting the above projects was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that the following State Highway Commission Contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and that said jobs are now ready for acceptance:

* * * *

Contract No. 1586 with J. J. Badraun, construction of a bridge over the Calapooya River near Holley on Halsey-Sweet Home Secondary Highway in Linn County;

* * * *

NOW THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment is hereby authorized.

* * * *

STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the foregoing copy of the part of the minutes of the Oregon State Highway Commission, relating to the acceptance of completed contracts, as the same appears in the minutes of November 1, 1934, entered in Volume XIX of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 15th day of March, 1935.

Secretary
Oregon State Highway Commission

#1586

230

March 11, 1935

New Amsterdam Casualty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim of Beaver Portland Cement Company against the bond furnished by J. J. Badraun in connection with State highway Contract #1586 covering bridge construction over Calapooya River near Holley in Linn County. This claim amounts to $1,083.60 with interest at 6% from August 31, 1934, and represents cement furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Very truly yours,

HBG:OG

Secretary.

encl.

cc J. J. Badraum
3125 N. E. 42nd Avenue
Portland, Oregon

March 11, 1935

Honorable Earl Snell
Secretary of State
Capitol Building

Dear Sir:

This acknowledges receipt of your letter of March 8, 1935 with attached copies of notice of claim which has been filed by Beaver Portland Cement Company against the bond taken from J. J. Badraun in connection with State Highway Contract 1586 which was awarded to Mr. Badraun for bridge construction over the Calapooya River near Holley.

In accordance with our usual practice, we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:GG

Secretary

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 8, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Beaver Portland Cement Company for $1063.60 with interest at 6% from August 31, 1934, against the bond taken from J. J. Badraun, principal, and New Amsterdam Casualty Co. surety, for work on the Calapooya River Bridge on the Halsey-Sweet Home Secondary Highway, contract No. 1586.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned claimant, BEAVER PORTLAND CEMENT COMPANY, an Oregon corporation, has a claim for the sum of $1,063.60, with interest thereon at 6% per annum from August 31, 1934, until paid, for cement furnished J. J. BADRAUN, which claim is against the bond taken from the said J. J. BADRAUN as principal and NEW AMSTERDAM CASUALTY CO., as surety for the work of construction Calapooya River Bridge on Halsey-Sweet Home Secondary Highway, N. R. S. 230, under Oregon State Highway Contract No. 1586.

Said claim was originally for $1,599.00, for cement to be used in and which was used in said bridge construction work, but on February 23rd, 1934, payment was made against said indebtedness, and on June 29th, 1934, and August 31st, 1934, respectively, cement sacks were returned to claimant for credit as against said indebtedness, leaving a balance due claimant in the full sum of $1,063.60 with interest thereon at 6% per annum from August 31st, 1934, until paid, in accordance with the statement of account hereto attached and by reference made a part hereof as if fully set forth herein.

DATED this 7th day of March, 1935.

BEAVER PORTLAND CEMENT CO

By Buell C. Nelson
Assistant Secretary.

* * * * * * * * * * * *

STATEMENT OF ACCOUNT

J. J. BADRAUN WITH BEAVER PORTLAND CEMENT COMPANY FOR CEMENT FURNISHED FOR CALAPOOYA RIVER BRIDGE ON HALSEY-SWEETHOME SECONDARY HIGHWAY - N.R.S. 230, @ $3.28 per BARREL.

DEBITS

Date	Inv. No.	Car No.	Bbls.	Amount	
2/9/34	11529	S. P. 29887	150	$ 492.00	
5/4/34	11754	S. P. 18690	175	574.00	
6/21/34	11840	S. P. 17915	162½	533.00	
	Total Debits		487½		$1,599.00

CREDITS

2/23/34	Cash & Discount	343.80	
6/29/34	C. M. 4187 - Sack returns	109.00	
8/31/34	C. M. 4225 - Do.	82.60	
	Total Credits		535.40
	Balance Due		$1,063.60

* * * * * * * * * * * *

State of Oregon)
County of Multnomah) SS

I, BUELL C. NELSON, being first duly sworn depose and say that I am the Assistant Secretary of Beaver Portland Cement Co., an Oregon Corporation with its offices and principal place of business at 603 Lumbermens Building, Portland, Multnomah County, Oregon. Said Beaver Portland Cement Co., has a Claim in the sum of $1063.60 with interest thereon at 6% per annum from August 31st, 1934 until paid, against thebond taken from J. J. Badraun as principal and New Amsterdam Casualty Co., as surety for the work of constructing Calapooya River Bridge on Halsey-Sweet Home Secondary Highway, N. R. S. 230, under Oregon State Highway Contract No. 1586. Said Claim is for cement furnished said J. J. Badraun between the dates of February 9th, 1934 and June 21st, 1934, both inclusive, which said Cement was furnished to be used in and which was used in the construction of said bridge under said Oregon State Highway Contract No. 1586 and which cement was of the reasonable worth and value of $1599.00. Between the dates of February 9th, 1934 and August 31st, 1934 both dates inclusive, credits aggregating $535.40 were allowed against said indebtness of $1599.00, said credits representing payments of cash and credits for cement sacks returned to Claimant, leaving a Balance due claimant on August 31, 1934 of the full sum of $1063.60 with interest thereon at 6% per annum until paid, from the said J. J. Badraun and his said surety on said bond. No payments on said balance of $1063.60 or the interest thereon have been made and the whole of said sum together with the interest thereon is now due, owing and payable to claimant.

BUELL C. NELSON

(SEAL) Subscribed and sworn to before me this 7th day of March, 1935. VERA F. WEST
Notary Public for Oregon. My Commission expires 2/5/1937

Endorsed: File #2475, filed March 8, 1935
EARL SNELL, Sec. of State

#1586

March 4, 1935

230

New Amsterdam Casualty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim of Mercer Steel Company, Inc., against the bond furnished by J. J. Badraun in connection with State Highway Contract #1586 covering bridge construction over Calapooya River near Holley in Linn County. This claim amounts to $1,732.10 and represents reinforcing steel furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Very truly yours,

HBG:OG
encl.

Secretary.

cc J. J. Badraun
3125 N. E. 42nd Avenue
Portland, Oregon

March 4, 1935

Honorable Earl Snell
Secretary of State
Capitol Building

Dear Sir:

This acknowledges receipt of your letter of February 27, 1935, with attached copies of notice of claim which has been filed by Mercer Steel Company, Inc. against the bond taken from J. J. Badraun in connection with State Highway Contract No. 1586 which was awarded to Mr. Badraun for bridge construction over Calapooya River near Holley.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:OG

Secretary.

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February [illegible]7, 19[illegible]

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention: Mr. H. B. Glaisyer, Secretary

There are enclosed for your information, three copies of a letter from [illegible] Company, Inc., [illegible] 17[illegible].10 with interest [illegible] from J. J. [illegible] for [illegible] on the Calapooya River bridge [illegible] on the Halsey-Sweet Home Highway in Linn County.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

[illegible]:[illegible]
[illegible]. [illegible]

OPY

MERCER STEEL COMPANY, INC.
Reinforcing Steel and Specialties
838 N. W. Thirteenth Avenue
Portland, Oregon

February 26, 1935.

Mr. P. J. Stadelmann, Secretary of State
Salem, Oregon

Dear Sir:

Please accept this letter as our filing of a claim against the surety of contractor J. J. Badraun for the sum of SEVENTEEN HUNDRED THIRTY TWO DOLLARS AND TEN CENTS ($1732.10), plus interest at 6% from due date of six invoices; this interest to date amounts to $71.68.

This claim covers material furnished under our contract for reinforcing steel on the Calapooya River Bridge #2033 at Holley, Oregon, in Linn County, Halsey-Sweet Home Highway.

Very truly yours,

MERCER STEEL COMPANY, INC.

By: H. D. Mercer Secty

HDM W

Endorsed: File No. 2474
Filed February 27, 1935
EARL SNELL
Secretary of State

#1586

March 4, 1935

230

New Amsterdam Casualty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim of Mercer Steel Company, Inc., against the bond furnished by J. J. Badraun in connection with State Highway Contract #1586 covering bridge construction over Calapooya River near Holley in Linn County. This claim amounts to $1,732.10 and represents reinforcing steel furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Very truly yours,

HBG:OG
encl.

Secretary.

cc J. J. Badraun
3125 N. E. 42nd Avenue
Portland, Oregon.

March 4, 1935

Honorable Earl Snell
Secretary of State
Capitol Building

Dear Sir:

This acknowledges receipt of your letter of March 2nd with attached copies of notice of claim which has been filed by Mercer Steel Company, Inc. against the bond taken from J. J. Badraun in connection with State Highway Contract No. 1586 which was awarded to Mr. Badraun for bridge construction over Calapooya River near Holley.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:OG

Secretary

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 2, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed three copies of a supplemental notice of claim for $1732.10 with interest of $71.68, against the bond taken from J. J. Badraun, principal, and New Amsterdam Casualty Co. surety, for work on the Halsey-Sweet Home Highway in Linn County.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs.3

COPY

MERCER STEEL COMPANY, INC.
Reinforcing Steel and Specialties
838 N. W. Thirteenth Avenue
Portland, Oregon

March 1, 1935.

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Mercer Steel Company, Inc., has a claim for reinforcing steel in the sum of SEVENTEEN HUNDRED THIRTY TWO DOLLARS AND TEN CENTS ($1732.10), plus interest amounting to $71.68, against the bond taken from New Amsterdam Casualty Company for the work of J. J. Badraun, Contractor, for the construction of the Calapooya River Bridge #2035 at Holley, Oregon, in Linn County, Halsey-Sweet Home Highway, for the Oregon State Highway Commission,

Very truly yours,

MERCER STEEL COMPANY, INC.

By: H. D. Mercer, Secty.

HDM W

Endorsed: File No. 2474
Filed March 2, 1935
EARL SNELL
Secretary of State

#1586

#230

February 21, 1935

Walter F. Cline, Agent
New Amsterdam Casualty Co.
Board of Trade Building
Portland, Oregon

Dear Sir:

We are attaching a copy of notice of claim which has been filed by Linn County against the bond furnished by J. J. Badraun in connection with State Highway Contract No. 1586 covering bridge construction over Calapooya River near Holley in Linn County. This claim amounts to $1,368.40 and represents gravel furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Very truly yours,

Secretary

HBC:OG
encl.

cc J. J. Badraun
3125 N. E. 42nd Avenue
Portland, Oregon

February 21, 1935

Honorable Earl Snell
Secretary of State
Capitol Building

Dear Sir:

This acknowledges receipt of your letter of February 21 with attached copies of notice of claim which has been filed by Linn County against the bond taken from J. J. Badraun in connection with State Highway Contract No. 1586 which was awarded to Mr. Badraun for brridge construction over the Calapooya River near Holley.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours

HBG:OG

Secretary

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 20, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention [illegible], Secretary

There are enclosed for your information and files, three copies of a notice of claim by Linn County, Oregon, for $1688.40 against the bond taken from J. J. [illegible], principal, the New Amsterdam Casualty Company, surety, [illegible] Secondary [illegible], [illegible] County, [illegible].

[illegible].

Yours very truly,

Earl Snell

Secretary of State

lm
Encs.

COPY

NOTICE

To: Earl Snell, Secretary of State of the State of Oregon,
THE STATE OF OREGON, and
OREGON STATE HIGHWAY COMMISSION:

NOTICE is hereby given that the undersigned, LINN COUNTY, OREGON, a municipal corporation, has a claim of one thousand three hundred sixty-eight dollars and forty cents ($1,368.40), covering gravel furnished J. J. Badraun, and against the bond taken wherein J. J. Badraun is principal, and the New Amsterdam Casualty Company, a corporation, is surety on such bond, said gravel going into the prosecution of the work and construction of a bridge over the Calapooyia river on the Halsey-Sweet Home secondary highway in Linn County in the State of Oregon, being Oregon State Highway Contract No. 1586, concerning the construction of which bridge and the materials entering therein, said bond was taken.

LINN COUNTY, OREGON

by	- - - -	County Judge
By	H. A. Renninger	County Comm.
by	H. F. Warren	County Comm.

STATE OF OREGON)
) ss.
COUNTY OF LINN)

I, H. A. Renninger, being first duly sworn depose and say: That I am County Com. of Linn County, Oregon, a municipal corporation, and that the foregoing Notice is a true and correct notice and statement of the account due Linn County, Oregon, a municipal corporation, against J. J. Badraun as principal, and the New Amsterdam Casualty Company, a corporation, as surety, as set forth in the foregoing Notice.

H. A. RENNINGER Com

Subscribed and sworn to before me a Notary Public for Oregon this day of February, 1935.

(COUNTY SEAL)

R. M. RUSSELL
County Clerk.

Endorsed: File No. 2471
Filed February 20, 1935
EARL SNELL
Secretary of State

#1586

230

February 19, 1935

New Amsterdam Casualty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by Saxton & Looney against the bond furnished by J. J. Badraun in connection with State Highway Contract #1586 covering the construction of a bridge over Calapooya River near Holley in Multnomah County. This claim amounts to $3,620.13 and represents labor, services and materials furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Very truly yours,

HBG:OG
encl.

Secretary

cc J. J. Badraun
3125 N. E. 42nd Avenue
Portland, Oregon

February 19, 1935

Honorable Earl Snell
Secretary of State
Capital Building

Dear Sir:

This acknowledges receipt of your letter of February 16, 1935, with attached copies of notice of claim which has been filed by Saxton & Looney against the bond taken from J. J. Badraun in connection with State highway Contract 1586 which was awarded to Mr. Badraun for the construction of a bridge over Calapooya River near Holley.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:OG

Secretary.

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 16, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Sexton & Looney for $3620.13 against the bond taken from J. J. Madraun, principal, and New Amsterdam Casualty Company, surety, for work on the Halsey-Sweet Home secondary highway in Linn County, contract No. 15[illegible].

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

RM
Encs. 3

NOTICE

To: EARL SNELL, Secretary of State of the State of Oregon,
THE STATE OF OREGON, and
OREGON STATE HIGHWAY COMMISSION:

NOTICE is hereby given that the undersigned, A. H. Saxton and W. C. Looney, partners doing business under the name and style of SAXTON & LOONEY, have a claim of three thousand six hundred twenty dollars and thirteen cents ($3,620.13), covering the balance due for work, labor and services performed and material furnished J. J. Badraun, and against the bond taken wherein J. J. Badraun is principal, and the New Amsterdam Casualty Company, a copporation, is surety on such bond, said work, labor and services and material going into the prosecution of the work and construction of a bridge over the Calapooyia river on the Halsey-Sweet Home secondary highway in Linn County in the State of Oregon, being Oregon State Highway Contract No. 1586, concerning the construction of which bridge and materials entering therein, said bond was taken.

A. H. SAXTON

W. C. LOONEY
Partners doing business as
SAXTON & LOONEY

State of Oregon
County of Multnomah } ss

I, A. H. Saxton, being first duly sworn depose and say: That I am a partner of Saxton & Looney, a partnership composed of A. H. Saxton and W. C. Looney; that the foregoing Notice is a true and correct notice and statement of the account due A. H. Saxton and W. C. Looney, partners doing business under the name and style of SAXTON & LOONEY, against J. J. Badraun as principal, and the New Amsterdam Casualty Company, a corporation, as surety, as set forth in the foregoing Notice.

A. H. SAXTON
A. H. Saxton

Subscribed and sworn to before me a Notary Public for Oregon this 13 day of February, 1935.

W. H. Savage
Notary Public for Oregon

My commission expires June 26, 1935 (Seal)

Endorsed: File No. 2470
Filed February 16, 1935
EARL SNELL
Secretary of State

1586

230

February 18, 1935

New Amsterdam Casualty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim of Linn County against the bond furnished by J. J. Badraun in connection with State Highway Contract #1586 covering bridge construction over Calapooya River near Holley in Linn County. This claim amounts to $1,368.40 and represents gravel furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Very truly yours,

Secretary.

HBG:OG
encl.

cc J. J. Badraun

February 18, 1935

Linn County Court
Albany, Oregon

Attention: Mr. R. A. Renninger

Gentlemen:

Receipt is acknowledged of the carbon copy of your notice to Earl Snell, Secretary of State, advising that you have a claim in the amount of $1,368.40 against J. J. Badraun for gravel furnished in connection with the construction of a bridge over Calapooya River near Holley, Contract No. 1586.

We are today sending a copy of this notice to the surety company, and the contractor.

Very truly yours,

RBG:OG

Secretary.

cc J. J. Badraun

NOTICE

To: EARL SNELL, Secretary of State of the State of Oregon,
THE STATE OF OREGON, and
OREGON STATE HIGHWAY COMMISSION:

NOTICE is hereby given that the undersigned, LINN COUNTY, OREGON, a municipal corporation, has a claim of one thousand three hundred sixty-eight dollars and forty cents ($1,368.40), covering gravel furnished J.J. Badraun, and against the bond taken wherein J.J. Badraun is principal, and the New Amsterdam Casualty Company, a corporation, is surety on such bond, said gravel going into the prosecution of the work and construction of a bridge over the Calapooyia river on the Halsey-Sweet Home secondary highway in Linn County in the State of Oregon, being Oregon State Highway Contract No. 1586, concerning the construction of which bridge and the materials entering therein, said bond was taken.

LINN COUNTY, OREGON

by County Judge

by County Comm.

by County Comm.

STATE OF OREGON }
} ss.
COUNTY OF LINN }

I, H.A.Renninger, being first duly sworn depose and say: That I am County Com. of Linn County, Oregon, a municipal corporation, and that the foregoing Notice is a true and correct notice and statement of the account due Linn County, Oregon, a municipal corporation, against J.J. Badraun as principal, and the New Amsterdam Casualty Company, a corporation, as surety, as set forth in the foregoing Notice.

H.A.Renninger

Subscribed and sworn to before me a Notary Public for Oregon this day of February, 1935.

County Clerk.
~~Notary Public for Oregon~~

~~My commission expires~~

#1586

February 18, 1935

230

New Amsterdam Casualty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim of Saxton & Looney against the bond furnished by J. J. Badraun in connection with State Highway Contract #1586 covering bridge construction over Calapooya River near Holley in Linn County This claim amounts to $3,620.13, and represents labor, services and materials furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Very truly yours,

Secretary.

HBG:OG
encl.

cc J. J. Badraun
3125 N. E. 42nd Avenue
Portland, Oregon

February 18, 1939

Saxton & Looney
Corvallis, Oregon

Gentlemen:

Receipt is acknowledged of the carbon copy of your notice to Earl Snell, Secretary of State, advising that you have a claim in the amount of $3,620.13 against J. J. Badraum for work, labor and services and material in connection with the construction of a bridge over Calapooya River near Holley, Contract No. 1586.

We are today sending a copy of this notice to the surety company, and the contractor.

Very truly yours,

HBG:OC

Secretary.

cc J. J. Badraun

N O T I C E

To: EARL SNELL, Secretary of State of the State of Oregon,
THE STATE OF OREGON, and
OREGON STATE HIGHWAY COMMISSION:

NOTICE is hereby given that the undersigned, A.H. Sexton and W.J. Looney, partners doing business under the name and style of SAXTON & LOONEY, have a claim of three thousand six hundred twenty dollars and thirteen cents ($3,620.13), covering the balance due for work, labor and services performed and material furnished J. J. Badraun, and against the bond taken wherein J.J. Badraun is principal, and the New Amsterdam Casualty Company, a corporation, is surety on such bond, said work, labor and services and material going into the prosecution of the work and construction of a bridge over the Calapooia River on the Halsey-Sweet Home secondary highway in Linn County in the State of Oregon, being Oregon State Highway Contract No. 1566, concerning the construction of which bridge and materials entering therein, said bond was taken.

A.H. Saxton

W J. Looney

Partners doing business as
SAXTON & LOONEY

State of Oregon)
) ss.
County of Multnomah)

I, A.H. Saxton, being first duly sworn depose and say: That I am a partner of Saxton & Looney, a partnership composed of A.H. Sexton and W.J. Looney; that the foregoing Notice is a true and correct notice and statement of the account due A.H. Saxton and W.J. Looney, partners doing business under the name and style of SAXTON & LOONEY, against J.J. Badraun as principal, and the New Amsterdam Casualty Company, a corporation, as surety, as set forth in the foregoing Notice.

A.H. Saxton
A.H. Saxton

Subscribed and sworn to before me a Notary Public for Oregon this 13 day of February, 1935

W H Savage
Notary Public for Oregon

My commission expires June 26 1935

#1586

230

December 8, 1934

New Amsterdam Casualty Co.
c/o Walter F. Cline, Agent
Yeon Building
Portland, Oregon

Dear Sir:

This is to notify you that we have received from the Secretary of State a certified copy of notice of claim filed by Poole & McGonigle, Inc. against J. J. Badraun in connection with his highway contract for the construction of a bridge over Calapooya River on the Halsey-Sweet Home Secondary Highway in Linn County. Copy of the notice is enclosed for your information, which shows that the claim is in the sum of $1304.70 and is for materials furnished to the contractor.

According to our records you are surety on the contractor's bond.

Very truly yours,

Secretary

AJ

cc J. J. Badraun
3125 N. E. 42nd Avenue
Portland, Oregon

December 8, 1934

Hon. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of December 7 enclosing copies of notice which has been filed in your office by Poole & McGonigle, Inc. against J. J. Badraun in connection with his contract with the State Highway Commission for the construction of a bridge over Calapooya River on Halsey-Sweet Home Secondary Highway in Linn County, said claim being in the sum of $1504.70.

We are sending copies of the notice to the contractor and the surety on his bond for their information.

Very truly yours,

Secretary

AJ

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

December 7, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Poole & McGonigle, Inc. for $1304.70 against the bond taken from J. J. Badraun, principal, and New Amsterdam Casualty Company, surety, for work on the Bridge over the Calapooya River, contract No. 1586.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
enc. 3

NOTICE

TO:: THE STATE OF OREGON, and
OREGON STATE HIGHWAY COMMISSION:

NOTICE is hereby given that the undersigned, POOLE & MC GONIGLE, INC., a corporation, has a claim of One Thousand Three Hundred Four and 70/100 Dollars ($1304.70), covering the balance due for materials and structural steel furnished J. J. Badraun, and against the bond taken wherein J. J. Badraun is principal, and the New Amsterdam Casualty Company, a corporation, is surety on such bond, said structural steel and material going into the construction of the Calapooya Bridge in the State of Oregon, said contract being State Highway Contract No. 1586, concerning the construction of which bridge and the materials entering therein, said bond was taken.

POOLE & MC GONIGLE, INC.
a corporation

By Charles McGonigle
President.

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, CHAS. MC GONIGLE, being first duly sworn on oath depose and state that I am president of Poole & McGonigle, Inc., a corporation, and that the foregoing Notice is a true and correct notice and statement of the account due Poole & McGonigle, Inc. a corporation, against J. J. Badraun as principal, and the New Amsterdam Casualty Company, a corporation, as surety, as set forth in the foregoing Notice.

CHARLES MC GONIGLE

Subscribed and sworn to before me a Notary Public for Oregon this 5th day of December, 1934.

(SEAL)

E. L. MC DOUGAL
Notary Public for Oregon.

My commission expires Sept. 6th, 1936

NOTICE
E. L. McDougal, Attorney at Law 1437 American Bank Building Portland, Oregon

Endorsed: File No. 2465
Filed December 7, 1934
P. J. STADELMAN,
Secretary of State

~~A~~1586

December 7, 1934

230

Mr. E. L. McDougal
Attorney at Law
American Bank Building
Portland, Oregon

Dear Sir:

This acknowledges your letter of December 6 enclosing notice of claim of Poole & McGonigle, Inc., against J. J. Badraun, being for materials and structural steel furnished Mr. Badraun in connection with his contract with the State Highway Commission for the construction of a bridge over the Calapooya River on the Halsey-Sweet Home Secondary Highway in Linn County, Contract No. 1586.

We are making note of this claim in the files of this job.

Very truly yours,

Secretary

HBG:AJ

December 7, 1954

New Amsterdam Casualty Company
Mr. Walter Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have just received notice from E. L. McDougal, attorney for Poole & McGonigle, Inc., that J. J. Badraun owes said Poole & McGonigle, Inc. $1,304.70 for materials and structural steel furnished in connection with Mr. Badraun's contract with the State Highway Commission for the construction of a bridge over the Calapooya River on the Halsey-Sweet Secondary Highway in Linn County.

Our records show that New Amsterdam Casualty Company is surety on the bond furnished by Mr. Badraun in connection with his project, which is our reason for giving you this information.

Very truly yours,

Secretary

HBG:AJ

cc J. J. Badraun
3125 N. E. 42nd Ave.
Portland, Oregon

LAW OFFICES OF
E. L. McDOUGAL
1401-1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
RANDALL S. JONES
LAWRENCE LISTER

December 6, 1934

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: Poole & McGonigle, Inc. vs. J. J. Badraun
Calapooya Bridge - State Highway Contract 1586
(Our No. 18883)

Enclosed herewith please find Notice of Claim of Poole & McGonigle, Inc. against J. J. Badraun for materials furnished in connection with the above contract.

Please be good enough to file this Notice and acknowledge receipt of the same. I am filing a like Notice of claim with the Secretary of State.

Yours very truly,

E. L. MC DOUGAL

3:K
Encl.

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struction of which bridge and the materials entering therein, said bond was taken.

POOLE & McGONIGLE, INC.
a corporation,

By Charles McGonigle
President.

NOTICE

TO: THE STATE OF OREGON, and
OREGON STATE HIGHWAY COMMISSION:

NOTICE is hereby given that the undersigned, POOLE & McGONIGLE, INC., a corporation, has a claim of One Thousand Three Hundred Four and 70/100 Dollars ($1304.70), covering the balance due for materials and structural steel furnished J. J. Badraum, and against the bond taken wherein J. J. Badraun is principal, and the New Amsterdam Casualty Company, a corporation, is surety on such bond, said structural steel and material going into the construction of the Calapooya Bridge in the State of Oregon, said contract being State Highway Contract No. 1586, concerning the construction of which bridge and the materials entering therein, said bond was taken.

POOLE & McGONIGLE, INC.
a corporation,

By Charles McGonigle
President.

STATE OF OREGON,)
) ss.
COUNTY OF MULTNOMAH)

I, CHAS. McGONIGLE, being first duly sworn on oath depose and state that I am president of Poole & McGonigle, Inc., a corporation, and that the foregoing Notice is a true and correct notice and statement of the account due Poole & McGonigle, Inc., a corporation, against J. J. Badraun as principal, and the New Amsterdam Casualty Company, a corporation, as surety, as set forth in the foregoing Notice.

Charles McGonigle

Subscribed and sworn to before me a Notary Public for Oregon this 5th day of December, 1934.

Notary Public for Oregon.

#1586

NRS-230

November 20, 1934

Beaver Portland Cement Company,
Lumbermans Building,
Portland, Oregon.

Attention: Buell C. Nelson.

Gentlemen:

Receipt is acknowledged of your letter of November 19th concerning the J. J. Badraun Contract No. 1586 - Bridge over the Calapooya River near Holly on the Halsey-Sweet Home Secondary Highway in Linn County.

Please be advised that the above contract was completed on September 10, 1934 and was accepted November 1, 1934. The bond furnished in connection with the contract was written by the New Amsterdam Casualty Company for whom Seeley & Company who have offices in the Board of Trade Building, Portland, are resident agents.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1586

BEAVER PORTLAND CEMENT CO.
MAIN OFFICE, PORTLAND, OREGON.
PLANT, GOLD HILL, OREGON.

PORTLAND, OREGON

November 19, 1934.

RECEIVED
NOV 20 1934
[illegible] COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Please furnish us with the following information concerning job awarded to J. J. Badraun for construction of the bridge over Calapooya River, near Holly on Halsey-Sweet Home Secondary Highway - N.R.S. 230; bids received January 18, 1934:

A - Contract no.
B - Date of completion.
C - Date of acceptance.
D - By whom bonded.

Thanking you in advance for this information, we are,

Very truly yours,
BEAVER PORTLAND CEMENT CO.
By Buell C. Nelson
Asst. Secy.

BCN/T

P. S. It may be that later on we will file a claim against this job on account of cement furnished but this letter is not intended as notice of any such claim.

November 17, 1934

Mr. E. L. McDougal
Attorney at Law
1437 American Bank Building
Portland, Oregon

Dear Sir:

Replying to your letter of November 16th regarding the J. J. Badraun contract for the construction of the Calapooya Bridge, being State Highway contract No. 1586, I wish to say that this job was completed by the contractor on September 10, 1934, and was accepted by the State Highway Commission on November 1, 1934.

The bond furnished by Mr. Badraun in connection with this job was written by the New Amsterdam Casualty Company, for whom Seeley & Co. are agents, offices Board of Trade Building, Portland.

Very truly yours,

HBG:OG

Secretary.

#1586
Linn Co

Badraun Cont. #1586 - Bridge over Calapooya River on the Halsey-Sweet Home Secondary Hwy. in Linn Co. was completed Sept, 10, 1934. Accepted Nov, 1, 1934 - Semi-final payment has been made. Retained percentage is $987.46 -
Surety is: New Amsterdam Casualty Co.,Seeley & Co. Agts. Board of Trade Bldg., Portland.

4

Salem, Oregon

Gentlemen:

Re: Poole & McGonigle, Inc.
vs. J. J. Badraun
Calapooya Bridge, Oregon
(Our 13835)

My clients, Poole & McGonigle, Inc. had a contract and furnished material to J. J. Badraun, who has a contract with you for the construction of the Calapooya Bridge.

My clients furnished material to the amount of $4,255.30 and there is a balance due on the same for the furnishing of this material in the amount of $1,304.70.

Will you please advise me if this work has been completed and accepted by the Highway Commission and also let me know the name of the bonding company carrying Mr. Badraun's bond so that I may file a claim. Your early answer will be appreciated.

Yours very truly,

E. L. McDOUGAL

S:K

#1586

Linn Co

LAW OFFICES OF
E. L. McDOUGAL
1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
RANDALL S. JONES
LAWRENCE LISTER

November 16, 1934

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: Poole & McGonigle, Inc.
vs. J. J. Badraun
Calapooya Bridge, Oregon
(Our 13885)

My clients, Poole & McGonigle, Inc. had a contract and furnished material to J. J. Badraun, who has a contract with you for the construction of the Calapooya Bridge.

My clients furnished material to the amount of $4,253.59 and there is a balance due on the same for the furnishing of this material in the amount of $1,304.70.

Will you please advise me if this work has been completed and accepted by the Highway Commission and also let me know the name of the bonding company carrying Mr. Badraun's bond so that I may file a claim. Your early answer will be appreciated.

Yours very truly,

E. L. McDOUGAL

E:H

1586

230

October 29, 1934

New Amsterdam Casualty Co.,
Walter F. Cline, Agent
Porter Building,
Portland, Oregon

Gentlemen:

You are hereby notified that it is the intention of the State Highway Commission to make semi-final payment to Mr. J. J. Badraun on State Highway Contract No. 1586 covering bridge construction over the Calapooya River, near Holley, in Linn County. This payment will be made on or after November 9, 1934.

Please acknowledge receipt of this letter.

Yours very truly,

MC

Secretary

#1586

October 19, 1934

230

Mr. J. J. Badraun
Callapooya Bridge
Near Holley, Oregon

Dear Sir:

Reply is made to your letter of October 16 advising that you have made satisfactory settlement with the Chas. R. McCormick Lumber Company for lumber purchased from that company for use in connection with the Calapooya bridge construction, and we note therefrom that you wish your counterclaim against this company canceled as soon as we receive a release from the McCormick Lumber Company of its claim against you.

Yesterday we received from the Secretary of State a copy of a letter filed in his office from the Chas. R. McCormick Lumber Company advising that its claim against you in the amount of $2,080.65 has been settled. We are noting this on our records and are also noting that your counterclaim is settled in conformance with your letter of October 16.

It is my understanding from Mr. W. A. Reeves, Office Engineer of the Bridge Department, that there will be no semi-final payment in connection with this job. I am asking him to write you direct with regard thereto.

Very truly yours,

Secretary

HBG:AJ

cc Mr. W. A. Reeves

October 17, 1934

H. B. Glaisyer:

Re J. J. Badraun - Cont. #1586 - Calapooya River Bridge -

The Chas. R. McCormick Lbr. Co. claim which was filed on July 21st is in amount $2,080.65.

On Sept, 14th Badraun filed a counter claim in amount $190.59 against the above Co.

We have no knowledge of the above claim ever having been settled and no further claims have been filed.

The Bridge Dept. have advised that there will be no semi-final payment.

Wm. Reeves said that he would like to answer the letter as they knew about certain things which Badraun should do before final can be prepared.

J. McF.

J. J. BADRAUN
CONTRACTOR
BRIDGES AND FOUNDATIONS
3128 NORTHEAST 42ND AVENUE
PORTLAND, OREGON

Oct 1[illegible]/193[illegible]

Callapooya Bridge,
Near Holley Oregon

Oregon State Highway
Commission
Mr Glasier
Salem Oregon

Dear Sirs:- Please be advised that I have today made a satisfactory settlement with the Chas McCormack Lumber Co of Portland. You will no doubt recieve a notice from them in due time to the effect to realease a claim for treated lumber filed by them some time in June I believe.

I have also a counter claim filed against the same company, and upon reciept of realease of claim against me by the McCormack Lumber Co, you will please realease my claim against them.. I trust that as soon as these claims are realeased I should recieve a semifinal so that I may pay Saxton & Looney who subcontracted some of my project.

It is possible that my final will be delayed for a time at least as I placed a claim with Mr Kelsey for extra work accompanied with a letter of explaination a copy which was mailed to C B McCullough Bridge Engineer.

Yours very truly
J. J. Badraun
By J J Badraun

#1586

October 18, 1934

230

New Amsterdam Casualty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We have received advice from P. J. Stadelman, Secretary of State, to the effect that the claim of Chas. R. McCormick Lumber Company in the sum of $2,080.65 against State Highway Contract No. 1586, awarded to J. J. Badraum for the construction of a bridge over Calapooya River on Halsey-Sweet Home Secondary Highway in Linn County, has been satisfied.

According to our records, you appear as surety on the contractor's bond.

Very truly yours,

Secretary

AJ

cc J. J. Badraum
3125 N. E. 42nd Ave.
Portland, Oregon

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

October 17, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclose d for your information a copy of a letter from the Chas. R. McCormick Lumber Company advising that their notice of claim against J. J. Badraun for $2080.65 has been satisfied.

This claim was filed in this office on July 20, 1934, and was for work on contract No. 1586.

Very truly yours,

P. J. Stadelman
Secretary of State

HM
enc. 1

COPY

CHAS. R. MC CORMICK LUMBER CO.
Foot of Irving Street
Portland, Oregon

October 16, 1934

The Hon. P. J. Stadleman, Secretary of State
Salem, Oregon.

Dear Sir:

Please be advised that our claim against Mr. J. J. Badraun in the amount of $2080.65 has this date been settled.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,

By C. W. Phellers,
Auditor.

CWP-N

Oregon State Highway Comm.

#1586

NRS 230

October 10, 1934.

Mr. H. B. Glaisyer

Contract No. 1586 for the Bridge over the Calapooya River, J. J. Badraun, contractor, was completed on September 10, 1934.

Will you please secure authority from the State Highway Commission to make final payment?

WAReeves

W. A. Reeves
Office Engineer, Bridge Department

ap/

Approved by Commission November 1, 1934
HBG

#1586

October 10, 1934

230

Mr. J. J. Badraun,
3125 N. E. 42nd Avenue,
Portland, Oregon.

Dear Sir:

The time limit on your contract No. 1586 - Bridge over the Calapooya River near Holly in Linn County, expired on August 31, 1934.

According to our records this contract was not completed until September 10, 1934. Please make immediate application for extension of time on this contract so that it will not be necessary to hold up the payment of your estimates. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to Bridge Dept.

Form 333—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 22, 1934, 193

Section Calapooya

Kind of work Bridge & Approaches

Highway Santiam

Section prefix 122 PB

Contractor J. J. Badraun

Contract number 1586 230

Date of contract , 193

Date of completion , 193

Date work started , 193

Estimated date of completion , 193

Amount of contract $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering Cost data by Kelsey $

Per cent of contract completed, based on total contract price %

Engineering costs to date, $, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Wednesday, Thursday: Chapman completing map and right of way
descriptions through town of Holley.
Conway stencilling right of way posts.
Saturday Conway and Cantril set right of way posts
on completed section.

SEP 1934
DIVISION EER
SEP 1934

Signed J. C. Chapman
J. C. Chapman

Address Resident Engineer.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	No work by contractor; see Sept. 15 report				
Miles partially completed	for finals on grading and surfacing.				
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Address Residetnt Engineer.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 15, 1934, 193

Section Calapooya

Kind of work Bridge & Approaches

Highway Halsey - Sweet Home Sec.

Section prefix 122 PB

Contractor J. J. Badraun

Contract number 1586 NRS-230

Date of contract , 193

Date of completion , 193

Date work started , 193

Estimated date of completion , 193

Amount of contract $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering Cost data by Kelsey $

Per cent of contract completed, based on total contract price %

Engineering costs to date, $, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday: Party completed final estimate of grading and surfacing. All data was turned over to Mr. L. D. Kelsey.

Tuesday: Party set right of way pins through completed sections checked all transit point references and re-referenced where necessary.

All burning was completed Monday, which cleaned up work incidental to grading and surfacing.

SEP 20 1934

RECEIVED
SEP 18 1934
OFFICE OF
DIVISION ENGINEER

Signed J. C. Chapman

Address Residetnt Engineer.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.5	0.5			
Miles partially completed					
Miles completed	0.5	0.5			
Total estimated quantities	10,150	2,424	158		
Estimated quantities moved or placed to date	10,150	2,424	158		
Average daily quantities	140	110	79		
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6 (2 days)				

Percentages of men employed on contract to be secured from:

Albany Office County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Linn COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	5					1	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Rain		
Thursday	Fair		
Friday	"		
Saturday	"		

#1586

nrs 230

September 14, 1934

Mr. J. J. Badraun
3125 N. E. 42nd Avenue
Portland, Oregon

Dear Sir:

Regarding your counterclaim against Chas. R. McCormick Lumber Company, wish to say that I brought this to the attention of the lumber company a short time ago and have just received a letter from them in explanation, the last paragraph of which reads, as follows:

> "We will be very glad to have Mr. Badraun call at this office at any time and lay facts before us regarding any just claim which he feels he has against us."

Very truly yours,

Secretary

HBG:AJ

cc Chas. R. McCormick Lumber Co.
Portland, Oregon

PO AND LOS ANGELES SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE
Creosoting Department
McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT-
ST HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

CLYDE W. OSBORNE.
DISTRICT MANAGER

September 12, 1934

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have your letter of September 6th advising us that you have received a letter from J. J. Badraun making claim against us for $190.59 covering shop errors on lumber we furnished him on the Calapooya River job, and that he should be credited with that amount on the claim we filed against him some time ago.

Mr. Badraun wrote us letters under dates of June 17th and July 2nd in which he made numerous indefinite claims amounting at that time to $766.60, and stating there were more to follow.

Our engineers visited Mr. Badraun's job on three different occasions at his request for assistance. On each visit they found Mr. Badraun's trouble was due almost entirely to his own organization. We did, however, find two slight errors in framing for which we agreed to accept responsibility. Under date of June 22nd we wrote Mr. Badraun that we would accept claim for the two errors mentioned but we refused all his other claims which on investigating we had found were not justified. Our letter also pointed out that we were willing at all times to adjust all legitimate claims which could be substantiated.

Mr. Badraun has not seen fit to call at this office to discuss this matter and while we granted him terms of 60 days, he has as yet made no payments and his account is now almost 60 days past due. Under these conditions we were compelled to file claim against his bond.

We will be very glad to have Mr. Badraun call at this office at any time and lay facts before us regarding any just claims which he feels he has against us.

Yours very truly,

CHAS. R. McCORMICK LUMBER CO.

CWO:C

By
Auditor

#1586

230

September 6, 1934

Chas. R. McCormick Lumber Co.
Portland
Oregon

Gentlemen:

This is to inform you that we have today received a letter from J. J. Badraun, contractor, Portland, stating that he has a claim against you in the sum of $190.59 for shop errors on lumber furnished him by you in connection with his contract with the State Highway Commission for the construction of a bridge over Calapooya River on Halsey-Sweet Home Secondary Highway in Linn County.

Mr. Badraun states that this is a counter-claim against you, and that he should be credited with the amount thereof on the claim you filed against him some time ago.

Very truly yours,

Secretary

HBG:AJ

September 7, 1934

Mr. J. J. Badraun
3125 Northeast 42nd Avenue
Portland, Oregon

Dear Sir:

We acknowledge receipt of your letter of September 5 in which you advise us of your claim against Chas. R. McCormick Lumber Company, being in the sum of $190.59.

We note that you are filing this as a counterclaim against the claim of the Charles R. McCormick Lumber Company for shop errors on lumber furnished you by that company in connection with your contract with the State Highway Commission for the construction of a bridge over Calapooya River on Halsey-Sweet Home Secondary Highway in Linn County. We are making note of this matter in our records.

Very truly yours,

Secretary

HBG:AJ

J. J. BADRAUN
CONTRACTOR
BRIDGES AND FOUNDATIONS
3129 NORTHEAST 42ND AVENUE
PORTLAND, OREGON

Sept 5/1934

Oregon State Highway Commision
Salem Oregon

Dear sirs:- Please file the amount of $190.59 as a counter claim against the Chas R McCormack Lumber Co Portland Oregon . This amount is against shop errors on lumber furnished me by that company.

The Chas R McCormack Lumber Co filed a claim against me some time in July shortly after I had notified them of this little amount due me for adjustments

Very Truly Yours

J.J.Badraun

J J Badraun

#1586

W.O. 230

July 23, 1934

New Amderstam Casualty Co.
c/o Walter F. Cline, Agent
Portland, Oregon

Gentlemen:

We hand you copy of notice of claim filed with the Secretary of State by Chas. R. McCormick Lumber Co. against J. J. Badraun in connection with his contract with the State Highway Commission for the construction of a bridge over Calapooya River near Holley in Linn County.

The claim is in the amount of $2080.65 and is for creosoted and other materials furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours,

Secretary

AJ

cc J. J. Badraun
3125 N. E. 42nd Ave.
Portland, Oregon

July ~~19~~ 21, 1934

Hon. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of July 20 enclosing copies of notice filed in your office by Chas. R. McCormick Lumber Company against J. J. Badraum in connection with his contract with the State Highway Commission for the construction of a bridge over Calapooya River near Holley in Linn County.

We are today forwarding copies of the notice to the contractor and his surety for their information.

Very truly yours,

Secretary

HBG:AJ

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

July 20, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Chas. R. McCormick Lumber Company for materials furnished in the amount of $2080.65 against the bond taken from J. J. Badraun, principal, and New Amsterdam Casualty Company, surety, for work on the bridge over Calapooya River, contract No. 1586.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

COPY

CHAS. R. MC CORMICK LUMBER CO.

McCormick Terminal
Foot of Irving Street
Portland, Oregon

July 19, 1934.

The Honorable P. J. Stadleman, Secy State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Chas. R. McCormick Lumber Co., has a claim for Creosoted and other materials in the sum of $2060.65 against the bond taken from the New Amsterdam Casualty Co., Porter Bldg., Portland, Ore. for materials used in the construction of Bridge over Calapooya River near Holley in Linn County, State Highway contract No. 1586 awarded to J. J. Bedraun.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,

By C. W. PHELL RS
Auditor.

CW-N

Endorsed: File No. 2447
Filed July 20, 1934
P. J. STADELMAN,
Secretary of State

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRS 230

June 14, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-Aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Hwy 19885

Form P. R. 2

U.S.Public Works

State Oregon

Project No. NRS-230.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 22nd day of December, 1933, a project statement, which was approved by the Secretary on the 9th day of January, 1934, for the proposed construction of a project consisting of th~~e~~ road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [illegible] said project which were recommended for approval by the United States District Engineer on the 3rd day of January, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-six thousand, five hundred twenty-seven and 15/100 dollars ($36,527.15) as the share of the United States payable under said act on account of [illegible] said project, which is [illegible] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 243+00 in the SW¼ of Section 14, T 14 S, R 1 W and survey station 272+75 in the SW¼ of Section 15, T 14 S, R 1 W, W.M.,

, length 0.562 of a mile~~s~~ in Linn County, being ~~Section~~ xxxxxxxxxxxxxx of Oregon U.S.Public Works project No. NRS-230, consisting of 0.520 of a mile~~s~~ of roadway and one bridge~~s~~ ~~each~~ of more than 20 feet clear span, 0.042 of a mile in length, known locally as the Calapooya River Section of the Halsey-Sweet Home Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section of~~ said project shall not in any event exceed the sum of thirty-six thousand, five hundred twenty-seven and 15/100 dollars ($ 36,527.15), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

dollars ($ xxxxxx is xxxx), the approved total estimated cost of ~~Section of~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRS-230, State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ 36,527.15 as the total estimated cost of said project, and the sum of $ 36,527.15 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible] Federal prorata share of said~~ total estimated cost.

Done at the city of Washington, this 26 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

By
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

#1586

9A-230

June 9, 1934

Fowler's Cabinet Shop
Lebanon
Oregon

Gentlemen:

Reply is made to your letter of June 8 inquiring as to how to proceed to collect your claim in the sum of $128.00 from the contractor who his constructing the Holley bridge across Crabtree Creek.

We note that your claim is against one John Quiller, and that the bridge is across Crabtree Creek. The bridge that the State Highway Commission has under contract crosses the Calapooya River on the Halsey-Sweet Home Secondary Highway in Linn County, and is known as State Highway Contract No. 1586. The contract was awarded to J. J. Badraun. We have no record of any John Quiller nor of any bridge across Crabtree Creek.

In the event that your claim is against Mr. Badraun's contract, then we have to advise that Mr. Badraun furnished the State with a surety bond for the protection of claims incurred against the project. This bond was written by the New Amsterdam Casualty Company for which Mr. Walter F. Cline is local agent with offices in the Porter Building, Portland. We would suggest that you file notice of your claim with the bonding company, also with the Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which we enclose. This claim must be filed with the Secretary of State prior to the expiration of a period of six months from the date of completion of the contract.

If Mr. John Quiller is working for Mr. Badraun would then also suggest that you file notice of your claim with Mr. Badraun; perhaps he will take care of it without the necessity of your taking the matter up with the bonding company.

Very truly yours,

Secretary

HBG:AJ

INS and WOOD WORK
OF ALL KINDS

DOORS, WINDOWS, SASHES,
SCREENS, TRUCK BODIES

FOWLER'S CABINET SHOP
L. M. FOWLER, PROP.
LEBANON, OREGON

June 8, 1934

State Highway Comm.
Salem, Ore.

Dear Sir:- We furnished Mr. John Quiller $128. worth of lumber to be used on the Holley Bridge across Crabtree Creek so far he has not paid for it if he doesn't pay how shall we proceed to collect? It has been over 30 days now.

An Early reply would be appriciated,

Yours Truly,
Fowlers Cabinet Shop.
J. E. Fowler.

#1586

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 3, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon U. S. Public Works Project NRS 230, the Calapooya River Section of the Halsey-Sweet Home Highway.

In comparing the project statement, sketch map and plans, it is apparent that this project is located in Township 14 South, instead of Township 15 South, as shown. Also, the description on the project statement is in error. Our records have been changed to show the beginning of the project at a point near the center of Section 15, Township 14 South, Range 1 West, and ending at a point near the west quarter corner of Section 14, Township 14 South, Range 1 West, W.M. Maps should show beginning and end of project rather than west end and east end to conform to usual practice.

It is suggested that appropriate corrections be made in your papers of the above changes.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

nrs 230

February 13, 1934

Mr. J. J. Badraun
3125 N. E. 42nd Avenue
Portland, Oregon

Dear Sir:

We are forwarding, for your records and files, by express today an executed copy of the contract recently awarded to you by the State Highway Commission for bridge construction over the Calapooya River on the Halsey-Sweet Home Highway in Linn County.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

January 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Calapooya River Section, Project No. NRH 030.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Rash/KB

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-230

CALAPOOYA RIVER SECTION OF THE

HALSEY-SWEET HOME HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 23, 1934

Bridge

220	cu. yds.	Excavation	$5.00	$1,100.00
10	" "	" below plans	7.00	70.00
85	" "	Class "B" Concrete	24.00	2,040.00
20	" "	" "A" "	22.00	440.00
185	" "	" "D" "	22.00	4,070.00
42,000	lbs.	Metal Reinforcement	0.05	2,100.00
31	M-FBM	Treated Lumber	97.00	3,007.00
107,000	lbs.	Structural Steel	0.0625	6,687.50
456	lin. ft.	Concrete Handrail	4.00	1,824.00
All Required		Removal of Old Bridge		150.00
		Sub-total		$21,488.50
		10% Engr. & Cont.		2,148.85
		Total		$23,637.35

Roadwork

All Required		Clearing & Grubbing		$ 1,500.00
3,800	cu. yds.	Common Excavation	$0.41	1,558.00
5,000	" "	Solid Rock Excavation	1.00	5,000.00
15,000	yd. stas.	Overhaul	0.02	300.00
700	yd. mi.	Truck Haul	0.20	140.00
130	lin. ft.	12" Concrete Pipe	1.50	195.00
130	" "	12" Corrugated Iron Pipe	1.50	195.00
1,400	cu. yds.	Base Course Surfacing	1.40	1,960.00
500	" "	Top " "	1.50	750.00
200	" "	Filler	0.50	100.00
100	yd. mi.	Hauling Filler	0.20	20.00
		Sub-total		$11,718.00
		10% Engr. & Cont.		1,171.80
		Total		$12,889.80

Length of Bridge	0.042	mile
Length of Roadwork	0.520	"
Total Length	0.562	"

Cost per mile, roadwork $24,788.07

National Recovery Secondary Highway Funds Requested:

Bridge	$23,637.35
Roadwork	12,889.80
	$36,527.15

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1927

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

mro 130

January 22, 1934

Mr. J. J. Badraun
3125 N. E. 42nd Avenue
Portland, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on January 18 for the construction of a bridge over Calapooya River near Holley on the Halsey-Sweet Home Secondary Highway in Linn County, and has awarded to you the contract for such work at your bid price of $33,206.50.

Please consider this letter as your authority and our request to commence immediate construction of this work.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Bridge Dept.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S.Public Works project NRS 230, bridge over Calapooya River near Holley on the Halsey-Sweet Home secondary highway, to J. J. Badraun, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on January 9, 1934, approved the project statement for Oregon U.S.Public Works project NRS 230, involving the construction of a bridge and approaches, .5 of a mile in length, across Calapooya River, in Sections 14 and 15, T 15 S, R 1 W, on the Halsey-Sweet Home Highway, in Linn County. Approval was made subject to the condition that the State Highway Department will provide such surfacing on the roadway portion of the project as will adequately serve traffic requirements.

It is noted that the estimate of cost in Item 5 of the project statement is$30,000, whereas the programmed amount for the project is $8,750.00.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 3, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon USPW project NRS 230, the Calapooya River Bridge and approaches, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

December 30, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Calapooya River Section of the Halsey-Sweet Home Highway Project No. NRS 230.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-230

CALAPOOYA RIVER SECTION OF THE

HALSEY-SWEET HOME HIGHWAY IN LINN COUNTY

(Estimate as basis for project [illegible] to Board on low bid prices)

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, ~~December 30, 1933~~ January 1934

Bridge

220	cu. yds.	Excavation	$4.00	5.00	$ 880.00	1,100.00
10	" "	" below plans	6.00	7.00	60.00	70.00
85	cu. yds.	Class "B" Concrete	21.00	24.00	1,785.00	2040.00
20	" "	" "A" "	22.00	22.00	440.00	440.00
185	" "	" "D" "	22.00	22.00	4,070.00	4070.00
42,000 ~~24,000~~	lbs.	Metal Reinforcement	0.06	.05	1,440.00	2100.00
31	M-FBM	Treated Lumber	100.00	97.00	3,100.00	3007.00
107,000	lbs.	Structural Steel	0.065	.0625	6,955.00	6687.50
456	lin. ft.	Concrete Handrail	4.00	4.00	1,824.00	1,824.00
All Required		Removal of Old Bridge			500.00	150.00
		Sub-total			$21,054.00	21,488.50
		10% Engr. & Cont.			2,105.40	2148.85
		Total			$23,159.40	23637.35

Roadwork

All Required		Clearing & Grubbing			$ 1,000.00	1500.00
3,800	cu. yds.	Common Excavation	$0.30	.41	1,140.00	1558.00
5,000	" "	Solid Rock Excavation	0.70	1.00	3,500.00	5000.00
15,000	yd. sta.	Overhaul	0.03	.02	450.00	300.00
700	yd. mi.	Truck Haul	0.20	.20	140.00	140.00
130	lin. ft.	12" Concrete Pipe	1.50	1.50	195.00	195.00
130	" "	12" Corrugated Iron Pipe	1.50	1.50	195.00	195.00
1,400	cu. yds.	Base Course Surfacing	1.00	1.40	1,400.00	1960.00
500	" "	Top " "	2.00	1.50	1,000.00	750.00
200	" "	Filler	0.50	.50	100.00	100.00
100	yd. mi.	Hauling Filler	0.20	.30	20.00	30.00
		Sub-total			$ 9,140.00	11,718.00
		10% Engr. & Cont.			914.00	1171.80
		Total			$10,054.00	12,889.80

Length of Bridge	0.042 mile	
Length of Roadwork	0.520 "	
Total Length	0.562 "	
Cost per mile, roadwork	$19,334.61	24,788.07

National Recovery Secondary Highway Funds Requested:

Bridge	$ 23,159.40	23637.35
Roadwork	10,054.00	12889.80
	$ 33,213.40	36527.15

State Funds for Constr: Chap 175, Laws 1917; Chap 31, Laws 1920; Chap 248, Laws 1927
" " Maint: Chap 41, Laws 1927; Chap 248 Laws 1931

FORM S-A-1 11924 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 30, 1933.

Nis 230

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Wm. E. Chandler,
Division Engineer,
Office.

Dear Sir:

We hand you herewith four copies of right of way descriptions for properties involved at the Calapooya River Bridge Section in Linn County, on Sweet Home-Halsey Secondary Highway No. 212.

This project is scheduled for the January 18th, letting, and therefore you should request that the County Court make every effort to obtain these rights of way prior to that date.

Please request also that they furnish us with certified copies of deeds, etc., for our files.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

H. N. Hackett
H.

CC to
R. H. Baldock

December 22, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Calapooya River Section of the Halsey-Sweet Home Highway to which has been assigned No. NRS-230.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

H. E. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl

STATE Oregon

PROJECT NO. NRS 230
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

NATIONAL INDUSTRIAL RECOVERY ACT

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~
Approved June 16, 1933

(Date) December 22, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916 (39 Stat., 355)~~ June 16, 1933, entitled "~~An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes~~ to encourage national industrial recovery, to foster fair competition, and to provide for the construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Calapooya River Section, Halsey-Sweet Home Highway

2. Between ~~control points of official description~~: A pt. in S.E.¼ Sec. 15 T. 15 S., R. 1 W. and A pt. in S.E. ¼ Sec. 14 T. 15 S., R. 1 W.

3. Between intermediate control points if used: ______ and ______

County of Linn

4. Length in miles (gross) 0.5 (net) 0.5

5. Preliminary estimate of cost: Total, $30,000; section of road to be first improved, $30,000, of which $23,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)
Sufficient to insure completion: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1932.
(Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

______

8—5072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income Chap. 41, Laws 1927; Chap. 245, Laws 1932 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By
Chairman
(Title of officer.)

By
Commissioner
(Title of officer.)

By
Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—[illegible]

CONTRACT #1587,

NRS 220 Mill City-Gates Sec. 1933

1587

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Stencil No. 124 DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. Ore. USPW Proj. NRS 220-A

POST OFFICE BUILDING
PORTLAND, OREGON

September 19, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jem

H4pr 19689

Oregon U. S. Public Works Project
No. NRS 220, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 8, 1934, by the Oregon State Highway Commission, and on May 25, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works Project No. NRS 220, Section A; and

WHEREAS, an agreement between the Southern Pacific Company and the County of Marion, dated May 19, 1934, grants to the County permission to use portions of the right of way of said Company for highway purposes, and reserves to the said company the right to make full use of said right of way for railroad purposes; and

WHEREAS, It is desirable to make provision for restoration of the highway without cost to the Federal Government in the event that the Southern Pacific Company exercises said right:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture, that the said project agreement be amended as follows:

Paragraph (b) of Article III shall read:

> "(b) The Highway Department hereby agrees that, if the Southern Pacific Company should require for railroad purposes any portion of the easement granted to the County of Marion under date of May 19, 1934, and demand the

> removal therefrom of any or all of the highway covered by this agreement, it will, without expense to the Federal Government, acquire or cause to be acquired, a new right of way, and will relocate and construct or cause to be relocated and constructed thereon in a manner similar to the improvement provided by the plans and specifications approved for said Oregon U. S. Public Works Project No. NRS 220, Section A, such portion or portions thereof whose utility is affected by said removal."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 15th day of August, 1935, and the Secretary of Agriculture on the 15th day of Sept., 1935.

ORIGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By Washburne
Member, State Highway Commission.

Secretary of Agriculture

By P St J Wilson
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works
Project No. NRS 220, Section A.

FORM 2-K-1 33100 1200 6-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

2200a

August 9, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,

Office.

Dear Sir:

I return Mr. Lynch's letter to you and the two copies of a proposed modification of project agreement involving highway construction on the ~~Salem-Dallas~~ Highway.

Under the circumstances I believe that there is no other course open for the Commission than to consent to this required modification. The condition incorporated in the agreement is one which all of the railroad companies insist on.

Yours very truly,

JM Devers
J. M. DEVERS

JMD:PW
Inc.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Reference is made to the easement agreement covering the encroachment on the Southern Pacific right-of-way by Oregon USPW Highway Project No. NRS 220-A, copies of which were forwarded to this office June 25, 1935.

Since the easement contains a reservation on the part of the railroad whereby any portion of its right-of-way which may be required can be retaken, the easement is satisfactory to this Bureau only if the State agrees to acquire new right-of-way and reconstruct the highway without expense to the Federal Government in the event of such repossession by the Railroad.

Enclosed are two copies of a modification of the project agreement for signature and return to this office. As no further action can be taken with respect to the final voucher until the modification is executed, its prompt execution and return is requested.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

AUGUST 19, 1935

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

I am returning to you herewith two copies of modification of project agreement covering the encroachment on the S. P. right of way by the Oregon U. S. Public Works highway project No. NRS 220-A.

You will note these copies have been executed by the State Highway Commission.

Yours very truly,

Secretary

HBG:.D
Encl 2

Oregon U. S. Public Works Project
No. NRS 220, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 8, 1934, by the Oregon State Highway Commission, and on May 25, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works Project No. NRS 220, Section A; and

WHEREAS, an agreement between the Southern Pacific Company and the County of Marion, dated May 19, 1924, grants to the County permission to use portions of the right of way of said Company for highway purposes, and reserves to the said company the right to make full use of said right of way for railroad purposes; and

WHEREAS, it is desirable to make provision for restoration of the highway without cost to the Federal Government in the event that the Southern Pacific Company exercizes said right:

NOW, THEREFORE, IT is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture, that the said project agreement be amended as follows:

Parageaph (b) of Article III shall read:

> "(b) The Highway Department hereby agrees that, if the Southern Pacific Company should require for railroad purposes any portion of the easement granted to the County of Marion under date of May 19, 1934, and demand the

> removal therefrom of any or all of the highway covered by this agreement, it will, without expense to the Federal Government, acquire or cause to be acquired, a new right of way, and will relocate and construct or cause to be relocated and constructed thereon in a manner similar to the improvement provided by the plans and specifications approved for said Oregon U. S. Public Works Project No. NRS 220, Section A, such portion or portions thereof whose utility is affected by said removal."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 15thday of August, 1935, and the Secretary of Agriculture on the __________ day of ____________________ 1935.

OREGON STATE HIGHWAY COMMISSION

By (Signed) HENRY F. CABELL
Chairman, State Highway Commission

By (Signed) E. B. ALDRICH
Member, State Highway Commission

By (Signed) CARL G. WASHBURNE
Member, State Highway Commission

(SEAL)

Secretary of Agriculture

By____________________________
Acting Chief, Bureau of Public Roads

Oregon U. S Public Works
Project No. NRS 220, Section A.

Oregon U. S. Public Works Project
No. NRS 220, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 8, 1934, by the Oregon State Highway Commission, and on May 25, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works Project No. NRS 220, Section A; and

WHEREAS, an agreement between the Southern Pacific Company and the County of Marion, dated May 19, 1924, grants to the County permission to use portions of the right of way of said Company for highway purposes, and reserves to the said company the right to make full use of said right of way for railroad purposes; and

WHEREAS, it is desirable to make provision for restoration of the highway without cost to the Federal Government in the event that the Southern Pacific Company exercises said right:

NOW, THEREFORE, IT is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture, that the said project agreement be amended as follows:

Parageaph (b) of Article III shall read:

> "(b) The Highway Department hereby agrees that, if the Southern Pacific Company should require for railroad purposes any portion of the easement granted to the County of Marion under date of May 19, 1934, and demand the

> removal therefrom of any or all of the highway covered by this agreement, it will, without expense to the Federal Government, acquire or cause to be acquired, a new right of way, and will relocate and construct or cause to be relocated and constructed thereon in a manner similar to the improvement provided by the plans and specifications approved for said Oregon U. S. Public Works Project No. NRS 220, Section A, such portion or portions thereof whose utility is affected by said removal."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 15thday of August, 1935, and the Secretary of Agriculture on the __________ day of ________________________ 1935.

OREGON STATE HIGHWAY COMMISSION

By (Signed) HENRY F. CABELL
Chairman, State Highway Commission

By (Signed) E. B. ALDRICH
Member, State Highway Commission

By (Signed) CARL G. WASHBURNE
Member, State Highway Commission

(S E A L)

Secretary of Agriculture

By____________________________
Acting Chief, Bureau of Public Roads

Oregon U. S Public Works
Project No. NRS 220, Section A.

June 28, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of June 27, 1935, concerning the discrepancy between the roadway plans and the description given in the easement covering an encroachment on the Southern Pacific Railway right of way in the town of Gates, Project No. NRS 226.

Please be advised that the plan sheets are in error and have been revised to conform to the description given by the easement.

Five blueprint copies of the revised plan sheets are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

June 27, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

With reference to the copies of the easement you sent us June 25, 1935, covering encroachments on the S.P. Railroad right of way by Oregon U. S. Public Works project No. NRS 220-A, the description of the easement does not fit the plans. The plans show 40 ft. on each side of the highway centerline; the description 30 ft. on the side toward the railroad and 60 ft. on the side away from it.

Will you please send us a corrected easement; or if the easement is correct, a corrected plan.

Very truly yours,

W. H. LYNCH
District Engineer

F E Andrews
F. E. ANDREWS
Senior Highway Engineer

June 25, 1935

Mr. W. S. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of June 5, 1935, we are today sending, under separate cover, three copies of easement covering the portion of the Southern Pacific Railroad right of way on which an encroachment occurs in connection with construction of the Mills City-Gates Section, Project No. NRS 220-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

June 5, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to paragraph (b) of Article III of the project agreement for Oregon U.S. Public Works project NRS 220-A, which reads as follows: "Final payment of Federal Funds shall not be made on said project until rights of way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right of way of the Southern Pacific Railroad."

We will hold the final voucher for this project here until copies of the necessary right of way agreement are received.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

De a Fi

#1587

220

February 15, 1935

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1587 for the construction of the Mill City-Gates Section of the North Santiam Secondary Highway in Marion County has been completed by the contractor, Theo. Arenz, and that final settlement will be made by the State with said contractor for work done under said contract on or after February 25, 1935.

The State has been advised of a claim of the Hammond Lumber Company for damages by blasting, amount of which was not stated. You are advised that the State assumes no responsibility for this claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $106,142.73 including the final payment. Of this amount $1,614.04 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

R H Baldock

Cost Data Final Report

Feb. 14, 1935

North Santiam Secondary Highway, rading Contract 1587 Prefix 18 A
Mill City Gates Sec
Theo Arenz Contractor
Cecil Gall Res. Const Engineer

NOTED
State Highway Engineer

22 o

	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clear and Grub	6458.47				9000.00
Class "A" Excavation	25574.05	108711.6 cu yds	0.235	0.35	38049.06
Class"B" "	3078.18	5245.2 cu yds	0.585	0.80	4196.16
Overhaul	2307.60	115380 cu yds	0.02	0.02	2307.60
Truck Haul	4905.36	24191 cu yds	0.202	0.20	4838.20
12" Concrete Pipe	296.58	327 li ft	0.906	1.10	359.70
18" " "	648.34	456 " "	1.42	2.20	1003.20
24" " "	204.41	72 " "	2.84	3.50	252.00
30" " "	278.20	75 " "	3.65	5.50	412.50
36" " "	485.93	113 " "	4.29	6.50	734.50
48" " "	796.12	111 " "	7.17	8.50	943.50
18" Corru Iron Pipe	1557.97	810 " "	1.86	2.20	1782.00
24" " " "	568.29	184 " "	3.09	3.00	552.00
30" " " "	595.34	168 " "	3.54	4.00	672.00
36" " " "	381.69	68 " "	5.61	6.00	408.00
8" Pourous Drain Tile	843.78	2498 " "	0.337	0.50	1249.00
Selected Topping	1261.41	4587.5 cu yds	0.275	0.35	1605.63
Haul Topping	6281.15	41882.75"yd Mi	0.15	0.18	7538.89
Class "A" Conc	683.40	28.397 cu yds	24.06	26.50	752.52
Reinforcing Steel	178.14	2881 lbs	0.062	0.07	201.67
Special Rock Topping	19928.14	16910 cu yds	1.178	1.57	26548.70
Dry Rubble Masonry	207.94	61.95 cu yds	3.36	2.75	170.36
Crushed gravel Topping	1303.15	2205 cu yds	0.60	0.45	992.25
Force Account Work	1350.02				1614.04
Total Cost	80173.66		Gross Earned		106183.48

Gross Earnings	106183.48
Total Cost	80173.66
Net Profit	26009.82

Net Profit 24.5% of Gross Earnings

Cost Data Final Report

ram Secondary Highway, ill City Gates Section, Grading ontract 1935 -
Theo Arenz Contractor
Cecil Gall Res. Const. Engineer

97

Labor						
Labor					25686.12	
Supervision (Includes Roy Houck & Ed Arenz 5 mo.@ 200.00 per mo)					2525.97	
State Industrial Acc. Insurance					1833.67	
						30045.76
Material						
12" Concrete Pipe	327	lin ft	@	.45	147.15	
18" " "	456	" "	@	.90	410.40	
24" " "	72	" "	@	1.20	86.40	
30" " "	75	" "	@	2.75	206.25	
36" " "	113	" "	@	3.20	361.60	
48" " "	111	" "	@	5.75	638.25	
18" Corru Iron Pipe	810	" "	@	1.296	1049.76	
24" " " "	184	" "	@	2.04	375.36	
30" " " "	168	" "	@	2.556	429.41	
36" " " "	68	" "	@	3.987	271.12	
18" " Bands	23	" "	@	1.94	44.62	
24" " "	7	" "	@	2.42	16.94	
30" " "	5	" "	@	3.30	16.50	
36" " "	3	" "	@	3.84	11.52	
8" Concrete Drain Tile	2498	" "	@	0.10	249.80	
Class "A" Concrete	28,397	cu yds	@	22.00 in place	624.73	
Reinforcing Steel	2881	Lbs.	@	0.0521	150.10	
Burlap Pipe Wrapping					16.10	
						5106.01
Equipment Rental Gas Oil & Grease and Expense						
Equipment Rental					19239.33	
Gas, Oil and Grease					5548.52	
Repairs					2684.97	
Truck Rentals (Includes Gas Oil, and Grease)					7765.29	
Small Tools					521.78	
Misc. Expense					792.39	
Drill Steel					422.87	
Powder Fuse and Caps					1723.35	
Portland Office (6 mo @ $300.00					1800.00	
Fire Control					14.07	
Liability & Prop Damage Ins					1185.07	
Bond 1% of Gross Earnings					1061.83	
Move In Set up					2262.42	45021.89
Grand Total						80173.66

Co[illegible] Da[illegible] Final Report [illegible]eb[illegible]4, 1935

North Santiam Secondary Highway, Mill City Gates Section, Grading Contract 1887
Prefix 124 PA

Summary of Rock and Gravel Crushing Operation

	Total Cost	Quantity	Unit Cost
Drill and Shoot	5428.77	16910 cu yds	0.321
Load and Haul Solid to Crusher	4496.44	" " "	0.266
Crush, Load Crushed Rock & Gravel	5512.64	19115 " "	0.288
Set Up, Move in and out	2228.24	" " "	0.116
Spread and Roll Crushed Rock & Gravel	3565.20	" " "	0.186
Total	21231.29		1.177
Average Bid Price			1.440
" Cost			1.177
Net Profit per Cu yd			.263

Remarks;

Suitable topping material was not available; 16910 cu yds solid rock at Sta. 811+ 50 (directly back of Mill City Hotel) and 2205 cu yds coarse gravel hauled from County Pit were run thru jaw crusher and screened to 4½"- 1½" to 0 per Price Agreements.

Close Buildings necessitated light shooting; rock broke big (about 10% requiring bulldozing to 24"x 36" opening of jaw crusher) Used about ¾ lb powder per cu yd. Rock loaded with 55B Lorain Shovel and hauled to crusher with 2 Ford V' trucks.

Crusher and compressor for drilling powered by electric motors; electricity was generated with 200 H.P. Diesel motor(Atlas Imperial and Generator.

19115 cu yds crushed rock and gravel was produced in approx 547 hours operating time, an average of 35 cu yds per hour. Feeding rock too big for crusher and lack of trucks to keep bunker empty slowed progress and increased cost.

Cost Data Final Report Feb. 14, 1935

North Santiam Secondary Highway, Mill City Gates Section Grading Contract 1587
Prefix 124 PA

Remarks;

This Job was bid Jan 18, 1934. Clearing was started Feb. 10 with small crew and carried on thruout the winter. Grading was not started till May 16, due to rain,mud,grubbing, and selecting of equipment operators. Job Completed Dec .21 1934. Fall Rains delayed completion.

About 75% of the common excavation was done with 2- 11 cu yd La Tourneau Air Wheel Carry-all scrapers powered with 2- 75 H.P.Diesel Cats. About 25% was moved with a ¾ cu yd Lorain gas shovel and Ford V8 trucks. A 3/8 cu yd Universal shovel was moved in from the Gravel Pit to remove small slides and speed completion. Slides increased excavation quantity about 20,000 cu yds.

45% of estimated 11,000 cu yds solid behind Mill City Hotel was moved without shooting.

Two weeks of good weather were lost due to trouble encountered with new 24"x 36" Pioneer jaw crusher purchased for this job.

The total cost of Concrete Pipe was about 10% below market price due to an adjustmen t growing out of a previous job (Dixie Lime)

Tom Lillebo who was building the county bridge at Mill City, built the 3 ft x 6 ft concrete box culvert at Sta 158+ 04 under Sub Contract for $22.00 per cu.yd.

E. H. Clymer

By Ross C. Miles

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8 BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. U.S.P.W. NRS 220

POST OFFICE BUILDING
PORTLAND, OREG.

January 11, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U. S. Public Works project No. NRS 220, Mill City-Gates Section of the North Santiam Highway, , was made by a representative of this office on December 17, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Flo

Form 338—5M—8-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 5th, 1934, 193

Section Mill City - Gates

Kind of work Grading

Highway North Santiam

Section prefix 124 PA

220

Contractor Theo. Arenz

Contract number 1587

Date of contract Jan. 18, 1934, 193

Date of completion Aug. 31, 1934, 193

Date work started Feb. 10, 1934, 193

Estimated date of completion Dec. 21, 1934, 193

Amount of contract . . . . . . $ 80,507.50

Per cent of time elapsed 150 %

Estimated cost of completed project, exclusive of engineering . . . . $ 106,683.48

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering costs to date, $ 6,780000, 8.42 %

Date project was completed Dec. 21, 1934, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Semi-Final estimate completed and delivered to the Salem office on Jan. 3rd

RECEIVED
JAN 7 - 1935
OFFICE OF
CONST [illegible]

Signed

Address Mill City

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFAC	MA ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.25	4.25			
Miles partially completed	4.25	4.25			
Miles completed	4.25	4.25			
Total estimated quantities	108,711.6	21,497.5			
Estimated quantities moved or placed to date	"	"			
Average daily quantities	Completed	Completed			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Rain		
Saturday	Cloudy		

December 20, 1934

Mr. Theodore Arenz,
10509 N. E. Sandy Blvd.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of December 18th requesting an extension of time to January 1st on your contract No. 1587 - Mill City-Gates Section in Marion County.

Please be advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Kindly forward the consent of surety to this office.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVE
DEC 26 1934
G. B. E. ________
Surety ________
Casualty ________
Contract ________
Claim ________
File ________

December 18, 1934

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On December 6th I wrote you requesting an extension of time on the Mill City-Gates Section to December 4th. Since that time some further work in the matter of culvert extensions and slide clean-ups was requested by the resident engineer and performed by the contractor. Application is therefore made herewith for further extension to January 1st, 1935.

Very truly yours,

THEODORE ARENZ

TA:H

COPY

#1587

December 5, 1934

22

Mr. Theo. Arens,
10509 N. E. Sandy Blvd.,
Portland, Oregon.

Dear Sir:

Please be advised that the time limit on your contract No. 1587 - Mill City-Gates Section of the North Santiam Secondary Highway in Marion County, expired on November 1, 1934.

According to our records this contract was not completed until December 4, 1934. Please make application for an extension of time to December 4th on this contract. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

229

October 22, 1934

Hammond Lumber Company
503 Terminal Sales Building
Portland, Oregon

Attention: Mr. F. R. Olin

Dear Sir:

Reference is made to your letter of October 20th in regard to your claim against Theodore Arens for damage to your building at Mill City.

In the second paragraph of your letter you note that it is your understanding that the bond as written by the United States Fidelity and Guaranty Company in connection with this project terminated in August and that a new bond was written by the Great American Indemnity Company. We have no knowledge whatever regarding this change of bond, and so far as this Commission is concerned the United States Fidelity and Guaranty Company is still responsible as surety on this bond, and you should look to that company for protection of your claim.

Very truly yours,

HBG:OG

Secretary.

HAMMOND LUMBER COMPANY

Douglas Fir and Redwood Products

DOUGLAS FIR MILLS
MILL CITY, OREGON
GARIBALDI, OREGON

503 TERMINAL SALES BUILDING
PORTLAND, OREGON

REDWOOD MILLS
SAMOA, CALIFORNIA

October 20, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. H. B. Glaisyer, Secretary

Dear Sir:

I thank you for your letter of October 19, advising us in regard to our claim against Theodore Arenz for damage to our buildings. We also thank you for sending us copy of the Oregon law in connection with such matters.

It is our understanding that the Bond written by the United States Fidelity and Guaranty Company terminated in August and that a new Bond was taken out with the Great American Indemnity Company, with offices in the Failing Bldg., Portland.

The great trouble in presenting a claim to the Secretary of State is that we cannot give any exact figures until the work is done. This applies particularly to the roof of our store building. This roof was badly damaged and will necessitate an entire new roof. It is out of the question to renew the roof at this time of year. All we can do is temporarily patch it, to get by, and renew the roof next year.

No doubt, your records will show to which Bonding Company we should look for our protection, and we wish you would advise us.

Yours truly,

HAMMOND LUMBER COMPANY

F.R.Olin/W

#1581

220

October 19, 1934

Hammond Lumber Company
503 Terminal Sales Building
Portland, Oregon

Attention: Mr. Frolin

Gentlemen:

This acknowledges receipt of your letter of October 17 advising us of your claim against Theodore Arenz for damage done to your buildings as a result of blasting work carried on by Mr. Arenz in connection with his contract for construction work on the North Santiam Highway through Mill City.

We note that you have been assured by Mr. Arenz that he will fully reimburse you for the amount of your damages. We have always found Mr. Arenz to be responsible and liable and have no reason to think that he will not take care of this matter to your satisfaction.

In the event that you have any difficulty in collecting this claim you might appeal to the bonding company furnishing the bond on this contract for the protection of claims arising out of said contract. This bond was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles is the local manager with offices in the Porter Building, Portland. You might also file notice of your claim with the Secretary of State in conformance with Chapter 260, Oregon Laws, 1931, copy of which is enclosed.

We take it from your letter that you are of the opinion that giving notice of your claim to the State Highway Commission will insure the payment thereof. The State Highway Commission does not guarantee payment of claims against contractors, the protection offered by the Commission being the bond furnished by the contractor in connection with the job.

Yours very truly,

HBG:MC

Secretary

HAMMOND LUMBER COMPANY

Douglas Fir and Redwood Products

DOUGLAS FIR MILLS
MILL CITY, OREGON
GARIBALDI, OREGON

503 TERMINAL SALES BUILDING
PORTLAND, OREGON

REDWOOD MILLS
SAMOA, CALIFORNIA

October 17, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

In the construction of the North Santiam Highway through Mill City, it has been necessary for the contractor, Mr. Theodore Arenz, to do a considerable amount of blasting adjacent to our buildings. This work has resulted in quite extensive damage to our property. We have taken this matter up with Mr. Arenz, who assures us that we will be fully reimbursed; nevertheless, we thought it best to advise you of the situation so that there will be no question as to our being repaid for damages sustained.

If you have any suggestions as to how this should be handled, we would be glad to hear from you.

Yours very truly,
HAMMOND LUMBER COMPANY

FROLIN/W

FORM S-A-1 13748 15M 3-24

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

220

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October 1, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Oregon.

Attention: Mr. T. [illegible] Davis.

Dear Sir:

Replying to your letter of September [illegible] concerning changes on the Mill City-Gates project, in which you ask for additional information, please be advised as follows:

The original plans on this project as stated contemplated a haul of approximately 3½ mile average for topping material for a total of 26,000 cubic yards of topping. The original proposal for which bids were called had a haul item for topping for 100,000 yard miles, which contemplated that all topping material would come from a gravel deposit 1½ miles west of the west end of the project. All bids were rejected because the estimate was greatly exceeded.

In the next call for bids, this item for haul was reduced to 50,000 yard miles, with the expectation of finding sufficient suitable material for this purpose near the east end of the project to cover one-half the section. The estimate on which the contract was let, then, was a 50,000 yard mile haul, and the topping items were as follows:

26,000 yards topping	at $ .35	$ 9,100.00
50,000 yard mile haul	at .18	9,000.00
Total contemplated topping cost		$ 18,100.00

The contract estimates for excavation were:

Class "A"	[illegible] cubic yards
Class "B"	[illegible] cubic yards

A revision of the grade line near Station 912 to better meet the existing road or street grade in Mill City and reduce materially a rock fill, which the local people demanded, increased the yardage in Class "B" to 14,72[illegible] cubic yards.

H. B. GLAISYER, SECRETARY
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
COMMISSIONERS

Mr. W. H. Lynch October 1, 1934.

4,930 cubic yards of the Class "B" excavation were removed, and then, for reasons previously mentioned, it was agreed to crush the remaining 9,818 cubic yards for crushed rock surfacing. Allowing for a 33 1/3 per cent swell when crushed from measurement in place gives a possible 13,091 cubic yards of crushed rock. A revised estimate of items applying to topping, then is as follows:

4,600 yards topping	at $ .35	$ 1,610.00
38,000 yard mile haul	at .18	6,840.00
13,000 cubic yards crushed rock	1.57	20,410.00
Total		$ 28,860.00
Less saving of Class "B" excavation, 9,818 cubic yards at $0.80 and 9,818 yard mile haul at $0.20		9,818.00
Total cost for topping items		$ 19,042.00

According to this last revised estimate, therefore, the use of crushed rock topping in lieu of the gravel topping is costing nearly $1,000.00 more for the 4½-mile project. However, as the revised estimate indicates, there is some gravel topping being used on the west end of the job nearest the gravel source, the crushed rock topping being used on all that portion of the grade from Mill City east.

The total cost of the job will overrun to a considerable extent due to the unavoidable and unexpected slides that have and are occurring, which will increase the Class "A" excavation close to 20,000 cubic yards. This is an emergency that requires attention and is being cared for under the contract at the contract price. The overrun on this account will be approximately $9,000.00.

Yours very truly,

State Highway Engineer.

FDE:AM
cc W. E. Chandler

October 1, 1934.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Oregon.

Attention: Mr. T. H. Davis.

Dear Sir:

Replying to your letter of September 22 concerning changes on the Mill City-Gates project, in which you ask for additional information, please be advised as follows:

The original plans on this project as stated contemplated a haul of approximately 3½ mile average for topping material for a total of 26,000 cubic yards of topping. The original proposal for which bids were called had a haul item for topping for 100,000 yard miles, which contemplated that all topping material would come from a gravel deposit 1½ miles west of the west end of the project. All bids were rejected because the estimate was greatly exceeded.

In the next call for bids, this item for haul was reduced to 50,000 yard miles, with the expectation of finding sufficient suitable material for this purpose near the east end of the project to cover one-half the section. The estimate on which the contract was let, then, was a 50,000 yard mile haul, and the topping items were as follows:

26,000 yards topping	at $ .35	$ 9,100.00
50,000 yard mile haul	at .18	9,000.00
Total contemplated topping cost		$ 18,100.00

The contract estimates for excavation were:

Class "A"	86,000 cubic yards
Class "B"	11,600 cubic yards

A revision of the grade line near Station 812 to better meet the existing road or street grade in Mill City and reduce materially a rock wall, which the local people demanded, increased the yardage in Class "B" to 14,728 cubic yards.

Mr. W. H. Lynch October 1, 1934.

4,910 cubic yards of the Class "B" excavation were removed, and then, for reasons previously mentioned, it was agreed to crush the remaining 9,818 cubic yards for crushed rock surfacing. Allowing for a 33 1/3 per cent swell when crushed from measurement in place gives a possible 13,091 cubic yards of crushed rock. A revised estimate of items applying to topping, then is as follows:

4,600 yards topping	at $ .35	$ 1,610.00
38,000 yard mile haul	at .18	6,840.00
13,000 cubic yards crushed rock	1.57	20,410.00
Total		$ 28,860.00
Less saving of Class "B" excavation, 9,818 cubic yards at $0.80 and 9,818 yard mile haul at $0.20		9,818.00
Total cost for topping items		$ 19,042.00

According to this last revised estimate, therefore, the use of crushed rock topping in lieu of the gravel topping is costing nearly $1,000.00 more for the 4½-mile project. However, as the revised estimate indicates, there is some gravel topping being used on the west end of the job nearest the gravel source, the crushed rock topping being used on all that portion of the grade from Hill City east.

The total cost of the job will overrun to a considerable extent due to the unavoidable and unexpected slides that have and are occurring, which will increase the Class "A" excavation close to 20,000 cubic yards. This is an emergency that requires attention and is being cared for under the contract at the contract price. The overrun on this account will be approximately $3,000.00.

Yours very truly,

State Highway Engineer.

[illegible]
cc W. E. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SE[illegible] 1934

September 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 19th relative to change in specifications on Oregon U.S.Public Works project No. NRS 220, Mill City-Gates section.

In that letter it was stated that the original plans called for an average of 3-1/2 miles gravel haul, while the estimate showed only 50,000 yd.mi. haul for 26,000 cu.yds. of topping. In this letter reference is made to a cut near the east end of the project which was expected to provide topping for that end of the project, and we suppose would be paid for in accordance with the special provisions, page 15.

Your letter also referred to the obtaining of a superior surface at no increase in cost, while the revised estimate shows an increase of over $800 per mile chargeable to the items involved in topping, though it is realized this increased cost is to be borne by the use of State funds.

In the original estimate 11,600 Cu.Yds. of Class B excavation are shown, [illegible] the revised estimate submitted with your letter of September 4 there is 7,000 Cu.Yds. of Class B and also 12,500 cu.yds. of special crushed rock topping to come from the same cut which originally only provided for 11,600 cu.yds. It appears as though it were the intention to extend this rock cut beyond the roadbed limits originally provided for and in which case it would have been possible to have placed gravel topping at less cost.

This has been discussed at length because of the undesirability of making such changes after award of contract, and we would appreciate your comments in explanation of the features above mentioned.

Very truly yours,

W. H. LYNCH
District Engineer

By R. M. Davis
R. M. Davis
Highway Engineer

REFERRED TO
H. G. Smith
State Highway Engineer

Please read my letter he refers to & prepare my answer

September 4, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of substitute estimate for the Mill City-Gates Section, Project No. NRS 220.

Three copies of supplemental price agreement covering the item "Special Crushed Rock Topping 4" - 0"," are likewise enclosed. This additional item has been incorporated in the substitute estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS 229

MILL CITY-GATES SECTION OF THE

NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Substitute Estimate for Vouchering)

Salem, Oregon, September 4, 1934

All Required		Clearing and Grubbing		low	bid	$ 9,000.00
86,000	cu. yds.	Class "A" Excavation	$ 0.35	"	"	30,100.00
7,000	" "	" "B" "	0.80	"	"	5,600.00
112,900	yd. sta.	Overhaul	0.02	"	"	2,258.00
22,000	yd. mi.	Truck Haul	0.20	"	"	4,400.00
240	lin. ft.	12-inch Concrete Pipe	1.10	"	"	264.00
360	" "	18-inch " "	2.20	"	"	792.00
105	" "	24-inch " "	3.50	"	"	367.50
48	" "	30-inch " "	5.50	"	"	264.00
156	" "	36-inch " "	6.50	"	"	1,014.00
52	" "	48-inch " "	8.50	"	"	442.00
540	" "	18-inch Corr. Iron Pipe	2.20	"	"	1,188.00
104	" "	24-inch " " "	3.00	"	"	312.00
52	" "	30-inch " " "	4.00	"	"	208.00
228	" "	36-inch " " "	6.00	"	"	1,368.00
2,300	" "	8-inch Porous Drain Tile	0.50	"	"	1,150.00
8,000	cu. yds.	Selected Roadbed Topping	0.35	"	"	2,800.00
20,000	yd. mi.	Hauling " "	0.18	"	"	3,600.00
12,000	cu. yds.	Special Crushed Rock Topping 4" - 0"	1.57	(agreed unit price)		18,840.00

Sub-total- - - - - - - - - $83,967.50
10% Engr. & Cont.- - - - 8,396.75

Total - - - - - - - - $92,364.25

Length 4.212 miles
Cost per mile $21,928.83

National Recovery Secondary Highway Funds Requested- - - - - - - - - -	$88,558.25
State Funds- -	3,806.00
	$92,364.25

State Funds for Construction: Chap. 175, Laws 1917: Chap. 31, Laws 1920, Chap. 248, Laws 1931.

State Funds for Maintenance: Chap. 41, Laws 1917: Chap. 248, Laws 1931.

R. H. BALDOCK
HIGHWAY ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 9, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 19 requesting a change in topping on Oregon U.S.Public Works Project No. NRS 220, Mill City-Gates section of the North Santiam Highway.

We are advised that the change is satisfactory but that recommendation for approval will be held pending receipt of supplemental agreement and revised specifications covering the items. Please submit the above as soon as negotiations are completed.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

REFERRED TO
~~HE~~ Pr [illegible].
By State Highway Engineer

FORM S-A-1 18748 10M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 23, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. [illegible]. Chandler,
Office.

Attention: Mr. Eason

Dear Sir:

Mr. Theodore Arens called today relative to placing an amount of gravel on the Mill City-Gates Section pending installation of his crusher. The crusher will arrive tomorrow, but it will take about two weeks to set it up, and, therefore, he wishes to haul out all of the gravel he has to place on the road during this interval.

Will you kindly instruct Mr. Gall to lay out the work in that manner so that Mr. Arens can place the gravel surfacing prior to the rock surfacing.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith.
Construction Engineer.

HGS:M
cc R. H. Baldock

NOTED
State Highway Engineer

THEODORE ARENZ
GENERAL CONTRACTOR
10509 N. E. SANDY BOULEVARD
PORTLAND, OREGON

NOTED
State Highway Engineer

August 21, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Upon receipt of your letter of August 15 regarding blasting operations at Mill City, I took particular pains, myself, to follow this matter up immediately. Because of the serious character of the facts reported to you, I enclose herewith a statement from Mrs. John Dawes, herself, giving the actual facts, which kindly return to me.

Very truly yours,

Theo Arenz

THEODORE ARENZ

TA:H
Enc-1

Mill City, Oregon.

August 18, 1934.

NOTED

State Highway Engineer

Mr. Theo. Arenz.

Portland, Oregon.

Dear Sir:

I am informed that it has been reported to you by Mr. Baldoc State Highway Engineer that I had written him a letter regarding a blast shot off here, and throwing a rock thru my roof and falling by the kitchen range. This report is erroneous as I did not write such a letter nor did a rock go thru the roof. However a rock or two fell upon the roof knocking off some shingles and breaking a window. This damage was satisfactorly repaired at once and I have no complaint of whatever nature to make. I have been treated very fairly by your sup't. Mr. E. J. Arenz.

Yours very truly,

Mrs. John Dawes

#1587

C. A. TOMASSENE
AGENT
UNITED STATES FIDELITY AND GUARANTY COMPANY
TELEPHONE: ATWATER 7521
614 WILCOX BUILDING
PORTLAND, ORE.

August 20, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Under date of August 10th Theodore Arenz made application to you for an extention of time in connection with the Mills City-Gates Section, Contract #1587, and it was necessary to secure consent of the surety for this extention of time. You will find attached consent extented by the United States Fidelity and Guaranty Company in connection with this project.

Trusting that you will find same in order and thanking you, I am

Very sincerely yours,

C A Tomassene
C.A.Tomassene

Enc.

August 15, 1934

Mr. Theo. Arenz,
10509 N. E. Sandy Blvd.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of August 10th requesting an extension of time to November 1st on your contract No. 1587 - Mill City-Gates Section of the North Santiam Secondary Highway in Marion County.

Please be advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Will you kindly secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to F. D. Mason.

nrs 220

August 15, 1934

Mr. Theo. Arens
516 Guaranty Building
Portland, Oregon

Dear Sir:

I have been advised that your crew working on the Mill City-Gates Section recently put off a shot that threw a rock through the house of Mrs. John Daws and landed in the kitchen beside the kitchen range.

You are, of course, aware that by the terms of your contract you are required to so conduct your work that persons will not be injured or their property damaged. An instance of the kind which I have just called to your attention can reasonably be construed as indicating that you are not observing the degree of care and caution that the terms of your contract demand or that the law would require in the event that litigation should follow.

I am not in any way attempting to specify any particular method or manner for the conduct of your work. That is largely left to your judgment, but the complaints that have come to this office require that I call to your attention instances which, as I have already stated, indicate that you are not affording to persons and property the protection to which they are entitled and which you are under obligation to give. If further instances similar to the one cited occur it will be necessary for me to take such action as is permitted under the provisions of the contract.

Very truly yours

State Highway Engineer

RHB:jn

c.c. W. E. Chandler

RH Baldock

Cost Data to Aug.1 1934

Aug. 9

[illegible] 220

North Santiam Secondary Highway, Mill City Gates Section. Grading Contract 1587
Prefix 124 PA
Theo. Arenz, Contractor
Cecil Gall Res. Engineer

	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clear and Grub	4465.20	70%		9000.00 all	6300.00
Class "A" Excavation	14873.50	63106 cu yds	0.23	0.35	22087.10
Class "B" "	2509.66	6094 " "	0.41	0.80	4875.20
Overhaul	832.60	41630 yd st	0.02	0.02	832,60
Truck Haul	2481.24	12320 yd mi	0.20	0.20	2464.00
Concrete Pipe 12"	207.95	189 li ft	1.11	1.10	207.90
" " 18"	818.91	429 " "	1.89	2.20	943.80
" " 48"	575.87	69 " "	8.34	8.50	586.50
Corr Iron Pipe18"	1597.52	734 " "	2.17	2.20	1614.80
" " " 24"	576.29	184 " "	3.13	3.00	525.00
" " " 30"	575.16	148 " "	3.88	4.00	592.00
" " " 36"	390.68	68 " "	5.74	6.00	408.00
Concrete Drain Tile 8"	51.28	98 " "	0.52	0.50	49.00
	29955.86				41485.90

Gross Earning	41485.90
Total Cost	29955.86
Net Profit	11530.04

Net Profit equals 27.7% of gress earnings.

NOTED
[illegible] Engineer

Dat o Au 1934 g. 9 34

North Santiam Secondary Highway, Mill City Gates Section, Contract for Grading.
Contract 1587, Prefix 124 PA
Theo. Arenz Contractor
Cecil Gall Res. Engineer

Labor				
Labor			9863.58	
Supervision (Includes Portland Off. Ex. 2 mo. @ $00.00)			1870.30	
State Ind. Acc. Insurance			697.60	
				12431.48
Materials				
12" Concrete Pipe	189 li ft	@ 0.45	85.05	
18" " "	429 " "	@ 0.90	336.10	
48" " "	69 " "	@ 5.75	396.75	
18" Corr. Iron Pipe	734 " "	@ 1.296	951.26	
24" " " "	134 " "	@ 2.04	373.91	
30" " " "	148 " "	@ 2.556	378.29	
36" " " "	68 " "	@ 3.987	271.11	
8" Drain Tile Conc	98 " "	@ 0.10	9.80	
18" Corr. Iron Bends	16 only	@ 1.94	31.11	
24" " " "	7 "	@ 2.42	16.94	
30" " " "	5 "	@ 3.30	16.51	
36" " " "	3 "	@ 3.84	11.53	
				2928.46
Equipment Rental Supplies and other Expense				
Equipment Rental			7287.83	
Gas, Oil and Grease			2561.14	
Truck Rental including gas, oil and grease			1846.88	
Repairs			996.95	
Small Tools			120.68	
Misc. Bills			181.89	
Move in and set up (70% of 1516.26)			1061.38	
Bond 1% Gross Earnings			414.85	
Liability Insurance			124.32	
				14595.92
Grand Total				29955.86

Cost Data to Aug. 1 1934 Aug. 9 1934

North Santiam Secondary Highway, Mill City Gates Section, Grading Contract 1587
Prefix 124 PA Theo Arenz, Contractor
Cecil Gall Res. Engineer

Remarks;

Bulk of excavation on this project was not ready for economical operation until about May 15. Probably due to timbered foothills, large drainage area and rock sub-soil.

Most of excavation done by one- three quarter yard Lorrain gas shovel and two LA Tourneau twelve cu yd pneumatic tired carry-alls powered by two 75 diesel Cats.

Boulders were encountered along the west one third of the project and about 300 cu yds of solid in the base of one cut. Boulders up to three feet in path of carry-alls were loosened with three tooth LA Tourneau rooter, and larger ones drilled and blown by powder man, using portable compressor mounted on Ford truck. Ahead of shovel large boulders were draged to fill and placed with 35 Diesel Cat, chocker and bull dozer.

8094 cu yds of Class "B" excavation proved to be material broken so that it could be loaded by shovel without shooting, and was partly side cast and partly moved with trucks.

The contractor worked through the winter with a crew of about ten men, slashing and cutting up timber on R of W, and burning when weather permitted. Grubbing has been carried on close ahead of excavation, and stumps and old down timber that would not burn readily shoved to side of road. This material is now being piled with derrick on 75 Cat and burned.

Since excavation started in May, Contractor has made fine progress. Carry-alls do fine job of distributing and compacting, and work economically up to 1500 feet.

Pipe laying is 90%, Class "A" excavation 80%, grubbing 70% completed. Pipe laying has been expensive because of rock and hard gravel.

Gravel that appears suitable for topping was encountered in cut at Station 131 plus 50 to 141, and after clearing off top, 16000 cu yds saved for topping east end of project.

Rock in Class "B" excavation breaks big, and arrangements have been made with Contractor to crush the remainder or about 8000 cu yds. For this purpose the Contractor has ordered a new 24 x 36 inch jaw crusher, delivery of which has been promised on Aug. 23 He plans to use a large diesel electric which is already installed on the job for operating his crushing plant.

E.H.Clymer

By Ross C. Miles

July 19, 1934.

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

The purpose of this communication is to request permission and approval of the following changes in specifications applying to certain State Highway contracts under the NRA program, for the reasons and explanations herein set forth:-

1. Contract #1572. West Salem-Brunk's Corner.

The quarry designated as the source of rock base, rock shoulder and bituminous aggregate near West Salem has proven to be spotty. Numerous test pits and a coyote hole prior to the opening of the quarry by the contractor indicated good basalt rock suitable for the proposed work. It has now developed that the rock, though suitable for base and shoulders, does not meet our specifications for bituminous macadam aggregate. For this reason we wish to have the contractor secure the required bituminous aggregate from an old quarry south of Salem, 5.3 miles distant from the West Salem quarry designated in the contract. This old quarry, known as the Burgher quarry, contains an abundance of very fine clean basalt dice rock. I consider it very important to have the highest grade of aggregate material for this bituminous macadam work, and ask your approval of this change, which will be incorporated into the contract under a Price Agreement.

The original plans on this project call for the construction of a concrete retaining wall. It has developed since the excavation for the foundation of this wall that a bad drainage condition exists, inducing a slide on the cut bank moving on a slip plane several feet below the roadbed. We are doing considerable extra work in collecting and controlling the water and believe it can be done so as to stabilize this slippage, though in times of heavy rains during the winter period it is likely the saturated overburden on top of the stable material will cause a too great pressure for a wall, which would produce failure.

I believe that the construction of a concrete crib at this location, though more expensive, will satisfy the condition far better because it will provide for constant drainage, relieving an accumulated pressure. Also, any deformation due to movement would not constitute a failure of the structure, as would be the case in wall construction.

July 19, 1934.

Mr. W. H. Lynch,
Page 2.

2. Contract #1587, Mill City-Gates.

It is desired to make a change in arrangement for topping the new grade being constructed, as follows:- Under the original contract gravel topping was provided to be supplied from gravel deposits 1½ to 2 miles west of the west limit of the contract and/or any suitable material encountered within the roadbed excavation. Gravel from the source planned involved a minimum 1½ mile dead haul and an average of 3½ mile haul for the contract. The grading work has uncovered gravel in one cut near the east end of the contract which, it is believed, will care for topping requirements on the easterly two miles. Directly opposite Mill City the cut, Stations 812 to 816, was thought to be material suitable for topping and it was provided in the contract to be so used. The west end of this cut has been used for this purpose as well as the required fills to be constructed therefrom. The east end contains a fine grade of rock but is breaking up after shooting in such large pieces as to be unsuitable for even light grading work. Also, a slide of considerable magnitude one-half mile east of this cut which must be removed will supply the needed and suitable grading material to complete the grade that should have been completed from the aforementioned rock cut. This makes it possible to use the remaining rock in this cut as a crushed rock topping in lieu of gravel topping by an agreement with the contractor whereby he crushes the rock to a topping size of ¾"-0. The result will be a much better and superior surface with no additional expense as respects the topping cost. The details of this arrangement are being incorporated in a Price Agreement with the contractor.

It is desired that you give your immediate approval to these changes.

Yours very truly,

STATE HIGHWAY ENGINEER.

FDE:ZR

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRS 220-A

POST OFFICE BUILDING
PORTLAND, OREG.

June 7, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jwm

Akp.r 19689

Form P. R. 2

State OREGON

U.S.Public Works Project No. NRS 220, Sec. A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 8th day of May, 1934 by and between **the Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: **particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:**

Whereas the Highway Department of said State submitted on the **4th** day of **November**, 19**33**, a project statement, which was approved by the Secretary on the **16th** day of **December**, 19**33**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **A** of said project which were recommended for approval by the United States District Engineer on the **12th** day of **December**, 19**33**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **eighty eight thousand, five hundred fifty eight and 25/100** dollars ($**88,558.25**) as the share of the United States payable under said act on account of Section **A** of said project, which ~~does not exceed the authorized Federal pro rata share of~~ **is** the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.

(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 785+00 in the East 1/2 Sec. 30, T 9 S, R 2 E, W. M.
and survey station 216+00 in the East 1/2 of Sec. 26, T 9 S., R 2 E, W. M.,

, length 4.212 miles, in Marion County, being Section A of Oregon U .S.Public Works project No. NRS 220, consisting of 4.212 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]. known locally as the Mill City - Gates section of North Satiam Highway.

8 5518

FPR 220

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) Final payment of Federal Funds shall not be made on said project until rights of way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right of way of the Southern Pacific Railroad.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eighty eight thousand, five hundred fifty eight and 25/100 dollars ($88,558.25), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal percentage of~~

~~dollars ($~~ ~~is~~ ~~%~~ the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chap. 41, Laws of 1927 and Chapt. 248, Laws of 1931.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

FPR-220

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 25 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRS 220-A State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 88,558.25 as the total estimated cost of said project, and the sum of $ 88,558.25 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is said total estimated cost.

Done at the city of Washington, this 25 day of May one thousand nine hundred and thirty four

Secretary of Agriculture

~~[illegible]~~

By

Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

PR 220

######W
Elkton
June 1st., 1934

Mr. Theodore Arens
10509 N E Sandy Blvd.,
Portland, Oregon.

Dear Sir:

The following is an extract from a letter received this morning from Mr. R. H. Baldock relative to the submission of monthly payrolls:

" The provisions of our NRA contracts allow the contractor until the fifth of the month to submit copies of his payrolls for the preceding month. However, we ask that in order to expedite the passage of the payrolls through the necessary channels, and to give time for checking, you endeavor to obtain copies of the payrolls on the second or third of the month, if possible. This will enable you to forward the checked payrells on the fourth or fifth, and will place them in the Salem Office on about the sixth. "

I would appreciate receiving the payroll for the month of May and for all following payrolls at an early a date as possible. I will forward them on as soon as received so they will reach the Salem Office at an early date.

Very truly yours,

Glenn E. Roberts.

Glenn E. Roberts

cc R. H. Baldock ✓
E. A. Collier

Portland 104 10m 4-2-34

#1587

Marion 6

220

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

May 28, 1934

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: 58238-12-248-34 - Theo. Arenz

The above captioned bond covers Mr. Arenz's contract for grading 4.24 miles on the Mill City-Gates Section of the North Santiam Secondary Highway in Marion County, Oregon.

We enclose our form inquiry blank which we ask that you kindly complete and return to us as soon as possible, in order that we may know the present status of this contract. A stamped, self-addressed envelope is enclosed for your convenience.

Yours very truly,

S. L. Marsh

Assistant Manager

EC

Pd. May 15- $2,463.09
Int. $434.66
Owned $2,897.75

SM 220

May 8, [illegible]

Mr. Theo. Arenz,
518 Guaranty Bldg.,
Portland, Ore.

Dear Sir:

The Mill City-Gates job, Contract #1587, is starting with questionable labor procedure and your superintendent R. L. Houck is apparently more interested in evading the N. R. A. labor requirements than in cooperating to secure the beneficial results intended from them. This is very embarrassing to the Highway Department and cannot help but reflect on our standing with the various governmental agencies which have to do with the expenditure of these funds. We had thought that the questionable practices on the Dixie-Lime were corrected and that he could conduct operations in the future in a manner satisfactory to all concerned, but apparently that is not the case; and that he is now arranging his personnel in a manner which requires a distinct ruling by the highest authorities on every individual operation or employee involved.

You should have experience enough with the labor requirements from your other jobs to clear up this situation, and I will defer action for a few days pending a conference with you. If however I cannot receive satisfactory assurance that Houck's management will not involve us in continued arguments with the government authorities, I will insist that he be replaced.

In the meantime please furnish us with your rental agreement with Houck.

Yours very truly,

CC to
Wm. E. Chandler
Cecil Gaul

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

OTT, CHAIRMAN, PORTLAND
G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Mill City; Ore.
May 8th; 1934

Mr. S. H. Probert;
Office Engineer,

Dear Sir:-

Am writing you for further information or confirmation of some of the questions we discussed in your office on May 7th, relative to labor employment on contract work.

R. L. Houck, superintendent for Arenz, has arrived on the Mill City - Gates job bringing in a number of pieces of equipment and key men of his organization. Some of the equipment was brot in on its own power by these men, cat drivers,,shovel operaters, foreman, cat foreman, or instructors etc. Other equipment that came in by rail was unloaded from the cars and placed on the job by these men. Is this permissable or should the unloading have been done by men from the approved list?

His next operation was to spread gravel around his shops or headquarters. For this work he used the same menas shovel operator, truck drivers and cat driver. Is such work as this considered part of the contract and should the men so employed have been from the approved list?

Some of the equipment, shovel and cats, is claimed to be in need of repair or overhaul, htis work he is now preparing to do with some of these same men, Master Mechanics, Cat Drivers and Shovel Operators. It is Houck's contention that this equipment is to come on the job in good condition and that it is his privilege to have it overhauled where he chooses and the fact that he has chosen to do the work here does not necessarily mean that he should use men from the approved lists. Also claiming that the overhaul work is chargeable to the previous job therefore divorcing it entirely from this contract. Is he correct in his point of view ?

I have previously written Mr. Chandler for an outline of the duties of a Master Mechanic. Houck has brot two men with him listed as such and according to him it will be their duty to keep the equipment rolling by making any repairs that become necessary. By listing these men as Master Mechanics, he is enabled to bring them with him without reference to the approved list. By their actually making repairs they are engaged in the work and should therefore not be listed as Master Mechanies, in my opinion, and as mechanics they should be chosen from the approved list. Please give any opinion.

Mr. Houch also has brot with him two men with the title of Cat Foreman or Cat Instructors. The duties of these men is to instruct the green drivers as they are sent out, weeding out the inefficient ones. In reality these men are cat drivers themselves and after the approved list has been gon thru and no capable men found they will fall hier to these jobs if release can be obtained for them from the employment office. The rating of Cat Instructor is new to me. Is it proper that they should come under the supervisory heading tho they operate the equipment part of the time while instructing ?

cc W. E. Chandler;
Div. Engr.

Very truly yours,
Cecil Gall
es. E r.

FORM 5-S-1 19486 500 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

277

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

March 30, 1934.

IN REPLY PLEASE REFER TO FILE NO.
124 PA

Mr. Theodore Arens,
10,309 N.E. Sandy Blvd.,
Portland, Oregon.

Dear Sir:

With reference to your contract #1567, being the Mill City-Gates section of the North Santiam Highway:-

It has been found necessary to make two grade changes which will somewhat alter the quantities and distribution as shown on the original profile. One change is from Station 305 to 320, which is made necessary in order to make a more satisfactory connection to the present used road out of Mill City; the other being from Station 125 to 155. This latter change is required because of a difficult drainage situation which might otherwise affect the riparian rights of adjoining property owners. This matter was discussed and agreed upon verbally by Mr. George Arens and myself, and it is now desired to make that understanding a matter of record with your indicated approval thereof.

It is hereby agreed and understood that the changes herein referred to are accepted, and all work to be done in connection therewith shall be paid for at the bid items applying to the various classes of work under your contract agreement, except that should any solid rock, as determined by our specifications, be encountered between the original grade line and the new grade line in the cut from Station 134 to 140, it shall be classified as such to be paid for at the price bid under the contract for Class "B" excavation.

Please indicate your acceptance and approval of this understanding by your signature at the place provided on the bottom of this letter.

Yours very truly,

F. D. EASON
Assistant Division Engineer.

FDE:ZR
cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. Wm. E. Chandler

ACCEPTED:____________________
Contractor.

220.

February 16, 1934

Mr. Theodore Arens
10509 Northeast Sandy Boulevard
Portland, Oregon

Dear Sir:

To provide you with the information requested in your letter of February 15th, we are enclosing herewith a memorandum issued by the Bureau of Public Roads under date of November 23rd, 1933.

From this memorandum, it appears that the classes of workmen mentioned in your letter can be employed more than 30 hours per week only when authorized by the local manager of the reemployment office, and that they cannot, under any circumstances, work more than 40 hours in any one week, except when making up lost time necessary in order to bring their total working time during previous weeks of the same month up to 30 hours per week.

We believe that the above covers the point that you have in mind.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

THEODORE ARENZ
GENERAL CONTRACTOR
516 GUARANTY BUILDING
10509 N. E. SANDY BLVD.
PORTLAND, OREGON

February 15, 1934

Mr. S. H. Probert
Office Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Will you kindly interpret for me the provision on Page 4 under Federal requirements pertaining to the employment of labor in which certain types of skilled labor may be employed 40 hours a week. Am I right in assuming that power shovel operators, power crane operators, master concrete finishers, etc. may be employed 40 hours a week in any case and more than 40 hours a week in emergency where the same class of labor cannot be obtained from the employment agency?

Very truly yours,

THEODORE ARENZ

TA:H

116220

February 13, 1934

Mr. Theodore Arenz
516 Guaranty Building
Portland, Oregon

Dear Sir:

We are forwarding for your records and files an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Mills City-Gates Section of the North Santiam Secondary Highway in Marion County.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

January 30, 1934

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Mill City-Gates Section, Project No. NRS 220.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-280

MILL CITY-GATES SECTION OF THE

NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.

Salem, Oregon, January 25, 1934

All Required		Clearing and Grubbing		$ 9,000.00
86,000	cu. yds.	Class "A" Excavation	$ 0.35	30,100.00
11,600	" "	" "B" "	0.80	9,280.00
112,900	yd. sta.	Overhaul	0.02	2,258.00
22,000	yd. mi.	Truck Haul	0.20	4,400.00
240	lin. ft.	12-inch Concrete Pipe	1.10	264.00
360	" "	18-inch " "	2.20	792.00
105	" "	24-inch " "	3.50	367.50
48	" "	30-inch " "	5.50	264.00
156	" "	36-inch " "	6.50	1,014.00
52	" "	48-inch " "	8.50	442.00
540	" "	18-inch Corr. Iron Pipe	2.20	1,188.00
104	" "	24-inch " " "	3.00	312.00
52	" "	30-inch " " "	4.00	208.00
228	" "	36-inch " " "	6.00	1,368.00
2,300	" "	8-inch Porous Drain Tile	0.50	1,150.00
26,000	cu. yds.	Selected Roadbed Topping	0.35	9,100.00
50,000	yd. mi.	Hauling " "	0.18	9,000.00
			Sub-total	$ 80,507.50
			10% Engr. & Cont.	8,050.75
			Total	$ 88,558.25

Length 4.212 miles

Cost per mile $ 21,025.22

National Recovery Secondary Highway Funds Requested...............$ 88,558.25

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920,
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1917; Chap. 248, laws 1931

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-230

MILL CITY-GATES SECTION OF THE
NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.

Salem, Oregon, January 25, 1934

All Required		Clearing and Grubbing		$ 9,000.00
86,000	cu. yds.	Class "A" Excavation	$ 0.35	30,100.00
11,600	" "	" "B" "	0.80	9,280.00
112,900	yd. sta.	Overhaul	0.02	2,258.00
22,000	yd. mi.	Truck Haul	0.20	4,400.00
240	lin. ft.	12-inch Concrete Pipe	1.10	264.00
360	" "	18-inch " "	2.20	792.00
105	" "	24-inch " "	3.50	367.50
48	" "	30-inch " "	5.50	264.00
156	" "	36-inch " "	6.50	1,014.00
52	" "	48-inch " "	8.50	442.00
540	" "	18-inch Corr. Iron Pipe	2.20	1,188.00
104	" "	24-inch " " "	3.00	312.00
52	" "	30-inch " " "	4.00	208.00
228	" "	36-inch " " "	6.00	1,368.00
2,300	" "	8-inch Porous Drain Tile	0.50	1,150.00
26,000	cu. yds.	Selected Roadbed Topping	0.35	9,100.00
50,000	yd. mi.	Hauling " "	0.18	9,000.00
			Sub-total	$ 80,507.50
			10% Engr. & Cont.	8,050.75
			Total	$ 88,558.25
		Length	4.212 miles	
		Cost per mile	$ 21,025.22	

National Recovery Secondary Highway Funds Requested..............$ 88,558.25

State Funds for Construction; Chap. 175, laws 1917; Chap. 31, laws 1920,
Chap. 348, laws 1931
State Funds for Maintenance: Chap. 41, laws 1917; Chap. 348, laws 1931

mro 220

January 22, 1934

Mr. Theo. Arens
Guaranty Building
Portland, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on January 18 for the grading of the Mill City-Gates Section of the North Santiam Secondary Highway in Marion County, and has awarded to you the contract for such work at your bid price of $80,507.50.

Please consider this letter as your authority and our request to commence immediate construction of this work.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Mr. Probert

January 22, 1934

Mr. W. R. Chandler
Highway Division Engineer
Office

Dear Sir:

When the resident construction engineer is assigned to the Theo. Arens' Contract for grading the Mill City-Gates Section of the North Santiam Secondary Highway, will you please request him to wire E. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work, on the day that work is started on the project. In the wire, the project should be referred to as NRS-220.

Work on the project will be considered to have started on the day that camp erection, or any other work of a manual nature, is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of the wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/ER

cc Resident Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Public Works project NRS 220, the Mill City-Gates section of the North Santiam secondary highway, to Theo. Arenz, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

January 3, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate, and five copies of revised bid sheet, for the Mill City-Gates Section, Project No. NRS 220. Five blueprint copies of the summary sheet are being sent under separate cover.

These papers are being submitted because of a change in the item of "Hauling Roadbed Topping," the revised amount being 50,000 yard miles. It was originally planned to secure the topping materials from one source, but additional investigation has indicated that other sources are available and the use of which will result in a considerable reduction in the total haul required.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-220

MILL CITY-GATES SECTION OF THE

NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)
~~(Estimate to accompany plans. Not as basis for project agreement.)~~

Salem, Oregon, January ~~3, 1934.~~ —, 1934

All Required		Clearing and Grubbing			$ 7,500.00	9,000.00
86,000	cu. yds.	Class "A" Excavation	0.35	$ 0.30	25,800.00	30,100.00
11,600	" "	" "B" "	0.80	0.70	8,120.00	9,280.00
112,900	yd. sta.	Overhaul	0.02	0.03	3,387.00	2,258.00
22,000	yd. mi.	Truck Haul	0.20	0.18	3,960.00	4,400.00
240	lin. ft.	12-inch Concrete Pipe	1.10	1.50	360.00	264.00
360	" "	18-inch " "	2.20	2.50	900.00	792.00
105	" "	24-inch " "	3.50	3.50	367.50	367.50
48	" "	30-inch " "	5.50	5.00	240.00	264.00
156	" "	36-inch " "	6.50	6.50	1,014.00	1,014.00
52	" "	48-inch " "	8.50	9.00	468.00	442.00
540	" "	18-inch Corr. Iron Pipe	2.20	2.50	1,350.00	1,188.00
104	" "	24-inch " " "	3.00	3.50	364.00	312.00
52	" "	30-inch " " "	4.00	5.00	260.00	208.00
228	" "	36-inch " " "	6.00	6.50	1,482.00	1,368.00
2,300	" "	8-inch Porous Drain Tile	0.50	0.50	1,150.00	1,150.00
26,000	cu. yds.	Selected Roadbed Topping	0.35	0.30	7,800.00	9,100.00
50,000	yd. mi.	Hauling " "	0.18	0.15	7,500.00	9,000.00
			Sub-total		$72,022.50	80,507.50
			10% Engr. & Cont.		7,202.25	8,050.75
			Total		$79,224.75	88,558.25

Length 4.212 miles

Cost per mile $ 18,809.29 $21,025.22

National Recovery Secondary Highway Funds Requested $79,224.75 88,558.25

State [illegible] Chap. [illegible] Laws [illegible] [illegible] Chap. 248, Laws 1931
[illegible] Chap. [illegible] Laws 1931 Chap. [illegible] Laws 1931

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on December 16 approved the project statement for Oregon U. S. Public Works project No. NRS 220, involving the improvement of 5.0 miles of road known as the Mill City-Gates section of the North Santiam Highway between Salem and Bend, in Marion County.

According to the project statement sketch map the west end of the project is in R. 2 E. We have made the necessary corrections in item 2 of the project statement. In this connection it is noted that the Range designations are incorrectly shown on the project plans.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

December 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of December 12th concerning discrepancies in the 30" culvert pipe items in the P. S. & E. papers for the Mill City-Gates Section, Project No. NRS-220.

We are, accordingly, sending five blueprint copies of the summary sheet which has been revised to conform with the items appearing in the bid proposals.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 12, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for Oregon NRS-220, section No. Santiam Highway between Mill City and Gates in Marion County.

This is your authority to advertise the above project.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

A discrepancy between the plans, estimate and proposal quantities is noted for 30" concrete pipe and 30" metal pipe. The plans and estimate show following quantities:

30" concrete pipe - 52 Lin. Ft.
30" metal pipe - 48 " "

The proposal shows:

30" concrete pipe - 48 Lin. Ft.
30" metal pipe - 52 " "

When proper corrections have been made will you please advise and furnish us with revised copies of corrected documents.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

December 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Mill City-Gates Section of the North Santiam Highway, Project No. NRS-220.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-220

MILL CITY-GATES SECTION OF THE

NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Jan. 1934

Salem, Oregon, ~~December 8, 1933~~

All Required		Clearing and Grubbing			$ 7,500.00	
86,000	cu. yds.	Class "A" Excavation	.30	$ ~~0.25~~	~~21,500.00~~	25 800.00
11,600	" "	" "B" "	.70	~~0.60~~	~~6,960.00~~	8120.00
112,900	yd. sta.	Overhaul		0.03	3,387.00	
22,000	yd. mi.	Truck Haul		0.18	3,960.00	
240	lin. ft.	12-inch Concrete Pipe		1.50	360.00	
360	" "	18-inch " "		2.50	900.00	
105	" "	24-inch " "		3.50	367.50	
48 — ~~52~~	" "	30-inch " "		5.00	~~260.00~~	240.00
156	" "	36-inch " "		6.50	1,014.00	
52	" "	48-inch " "		9.00	468.00	
540	" "	18-inch Corr. Iron Pipe		2.50	1,350.00	
104	" "	24-inch " " "		3.50	364.00	
52 — ~~48~~	" "	30-inch " " "		5.00	~~240.00~~	260.00
228	" "	36-inch " " "		6.50	1,482.00	
2,300	" "	8-inch Porous Drain Tile		0.50	1,150.00	
26,000	cu. yds.	Selected Roadbed Topping		0.30	7,800.00	
100,000	yd. mi.	Hauling " "		0.15	~~15,000.00~~	7500.00
50.000						
			Sub-total		$ 74,062.50	72,022.50
			10% Engr. & Cont.		7,406.25	7202.25
			Total		$ 81,468.75	79224.75

Length 4.212 miles

Cost per mile $ ~~19,342.06~~ 18,809.29

National Recovery Secondary Highway Funds Requested $ 81,468.75 79,224.75

EXCERPT FROM THE MINUTES OF THE HIGHWAY COMMISSION MEETING HELD DECEMBER 6, 1933

December 6, 1933
Vol. 18, Part 2
Page 4494

The Commission, by unanimous vote, approved the Engineer's letter dated December 1, 1933, directed to W. H. Lynch, District Engineer, U.S. Bureau of Public Roads, giving reasons for the adoption of the location on the north side of the Santiam River as the route of the North Santiam Highway between Mill City and Gates in Marion County, which letter was written in reply to Mr. Lynch's letter of November 14, 1933, questioning the advisability of the selection of such route.

* * * * * *

Salem, Oregon
December 2, 1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to acknowledge receipt of a copy of a letter addressed to W. H. Lynch, District Engineer, U. S. Bureau of Public Roads, from R. H. Baldock, State Highway Engineer, with relation to the choice of location between Stayton and Halls on the North Santiam Highway. This Court is in unanimous agreement that the recommendation of Mr. Baldock to Mr. Lynch expresses the view of the Marion County Court with relation to the choice of the location between the routes on the north and south banks of the Santiam River.

The Marion County Court takes the opportunity to assure the Oregon State Highway Commission that if the Highway Commission spends the government funds allocated for secondary highway construction between Mill City and Gates, which will, of course, determine the choice of location, that the Marion County Court will proceed with the construction of the Mehama-Mill City Section along the north bank of the Santiam River in accordance with the approved survey of the Oregon State Highway Commission at such time as county funds for such construction are available.

Very truly yours,

COUNTY COURT OF MARION COUNTY

J. C. Siegmund
County Judge

J. E. Smith
County Commissioner

Roy S. Melson
County Commissioner

December 1, 1933.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Newport Office Bldg.,
Portland, Ore.

Dear Sir:

In reply to your letter of November 14th, regarding the Mill City-Gates Section of the North Santiam Highway in which you question the advisability of selecting a route entirely along the north side of the river at this point, I beg to advise that the selection was based upon the following analysis:-

Investigation shows that construction has been confined to the section east of Detroit, with a view of opening up the through route; that a usable although narrow county and forest development road exists between Gates and Detroit; that from Mill City to Gates local roads exist on both sides of the river, one in Linn and the other in Marion County; from MillCity to Mehama the more highly improved road crosses the river into Linn County and back again into Marion at Mehama; from Mehama to Salem the existing roads are adequate for temporary use, but must eventually be realigned to highway standards.

A survey has been made by J. B. Reher, Associate Engineer of the Bureau of Public Roads, and that a very comprehensive report has been prepared covering this section. We are also informed that Marion County was about to start construction between Mill City and Gates, following along the north or Marion County bank of the river last Spring. They had acquired the right of way for this section along a survey made some time before by Broadwell of the State Highway Department. It was also found that Marion County had a surveying party in the field surveying the gap from Mill City to Mehama.

Upon setting aside $75,000 for the North Santiam Highway, we were requested by the Marion County Court and the interested partisans of the route to apply this to the Mill City-Gates Section, and were assured that if no other funds became available that the county intended to, and would finish the connection into Mehama. They considered that an improved road on the north or Marion side of the Santiam River was advisable and planned its construction.

It is, ofcourse, obvious that between Mehama and Niagara the Linn County side has the bulk of the population and farm area. It offers valley construction and easy alignment, but the valley is already served by an oiled market road fairly adequate for local needs, so that the forcing through of a state highway on modern standards of alignment would cost an excessive amount for right of way and be very burdensome on Linn County, which is not particularly interested.

Mr. Reher's report discusses the advisability of using the north side from Stayton to Mehama, and from Niagara to Hall's; but crossing to the south side from Mehama to Niagara. However, his costs indicate no appreciable saving to offset the added hazard of two major bridge crossings, one of which would be a difficult skew crossing.

Line on north side of river from Stayton to Niagara	$501,584.00
Line on North side of river from Stayton to M ehama, and on south side from Mehama to Niagara, thence on north side	488,540.00

Therefore the only appreciable saving is by using the south side from Mehama to Halls the comparison being as follows:

Line on north side of river from Stayton to Sta. 216	1,168,490.35
Line on south side of river from Stayton to Sta. 216	1,068,072.70

These estimates do not include right of way which may be considered at least $25,000 more expensive on the south side, together with interest charges for unusable side south while under construction. Each unit on north side will tie into the existing road as constructed and therefore be serviceable as the improvement progresses. The entire south side, from Gates to Halls, at an estimated grading cost of $667,425.00 must be completed before usable. This will take at least three years at the ordinary allotment of funds. The interest on this unusable investment will amount to $40,000.00.

In addition the south side from Gates to Halls entails maintenance and operation difficulties not covered in this estimate. It will be located on the dark side of a deep canyon with high precipitous slopes, where numerous slides may be anticipated, and where ice and snow will be much more serious than on the sunny exposure. The present forest road on the north bank indicates that the material will be either in talus or rock promising a substantial roadbed with firm slopes.

I believe Mr. Farmer agrees that the south bank from Niagara to Halls offers a very hazardous location for a highway and all members of the Highway Department are opposed to that site.

Marion County contemplates the expenditure of $300,000.00 in the construction of a market road between Gates and Mehama; expenditure can be avoided by adopting that side for the highway. The Linn County side is already adequately served by its Market Road so that a highway location following that side would only duplicate its facilities and still require Marion County to construct the road which they contemplate. Under the present arrangements Marion County will have a highway and Linn County the Market Road; under the reverse arrangements Marion County will also construct a market road but Linn County will have a highway and market road in close proximity through a narrow valley where two roads are unnecessary as none of the market road construction and little or none of its alignment is adequate for highway purposes.

The net saving by following the north bank of the river is:

Estimated excess grading costs - - - - - - - - - -	$100,000.00	
Saving in right of way - - - - - - - - - - - - - -		$25,000.00
Saving in interest on unusable investment - - - -		40,000.00
Saving on Market Road Gates - Mehama - - - - - -		300,000.00
	$100,000.00	$365,000.00
Net Saving to Taxpayers		$265,000.00

There is little difference in alignment or distance, and the control is merely total cost and expedience. It is not unreasonable that a county which has expended so liberally in the construction of other portions of the North Santiam as had Marion County, and has worked for and promoted the route, should request the continuation of the highway throughout the county and save them the additional expense of the market road construction.

For these reasons I believe it economical and desirable that the route follow the North side of the Santiam River in Marion County and I request that the Mill City-Gates project be approved.

Yours very truly,

HGS/H

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

November 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of November 18, requesting authority to permit employment on the Mill City-Gates project, NRS 220, to a maximum of 40 hours per week.

We do not believe that it is necessary on this project to maintain camps for all the men, as it will be easily possible to transport them from nearby towns, and therefore we believe that the 30 hour maximum should be used on this project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
[illegible] 1933

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As the provision of contractor's camps will be necessary on the Stinkingwater Mountain Project (NRFL 4-D and NRH 187-C) and on the Mill City-Gates Project (NRS 220), we request authority to permit the employment of labor on those projects to a maximum of forty hours per week.

An early reply will be appreciated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MB

November 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Mill City-Gates Project (NRS 220).

This clause requires the contractor to start the work immediately and to prosecute it vigorously through the winter months and until completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

November 4, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Mill City-Gates Section of the North Santiam Highway to which has been assigned Number NRS-220.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

STATE Oregon
PROJECT NO. NRS-220
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

[illegible]

[illegible]

NATIONAL INDUSTRIAL RECOVERY ACT

Approved June 16, 1933

(Date) November 4, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Mill City-Gates Section, North Santiam Highway
2. Between control points of official description: and
3. Between intermediate control points if used: and

County of Marion

4. Length in miles (gross) 5.0 (net) 5.0
5. Preliminary estimate of cost: Total, $ 75,000; section of road to be first improved, $ 75,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State:
(Amount.)

Current Income Sufficient to insure completion: Chap. 175, laws 1917: Chap. 31, laws 1920: Chap. 248, laws 1931
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—3072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income Chap. 41, laws 1927; Chap. 248, laws 1931 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

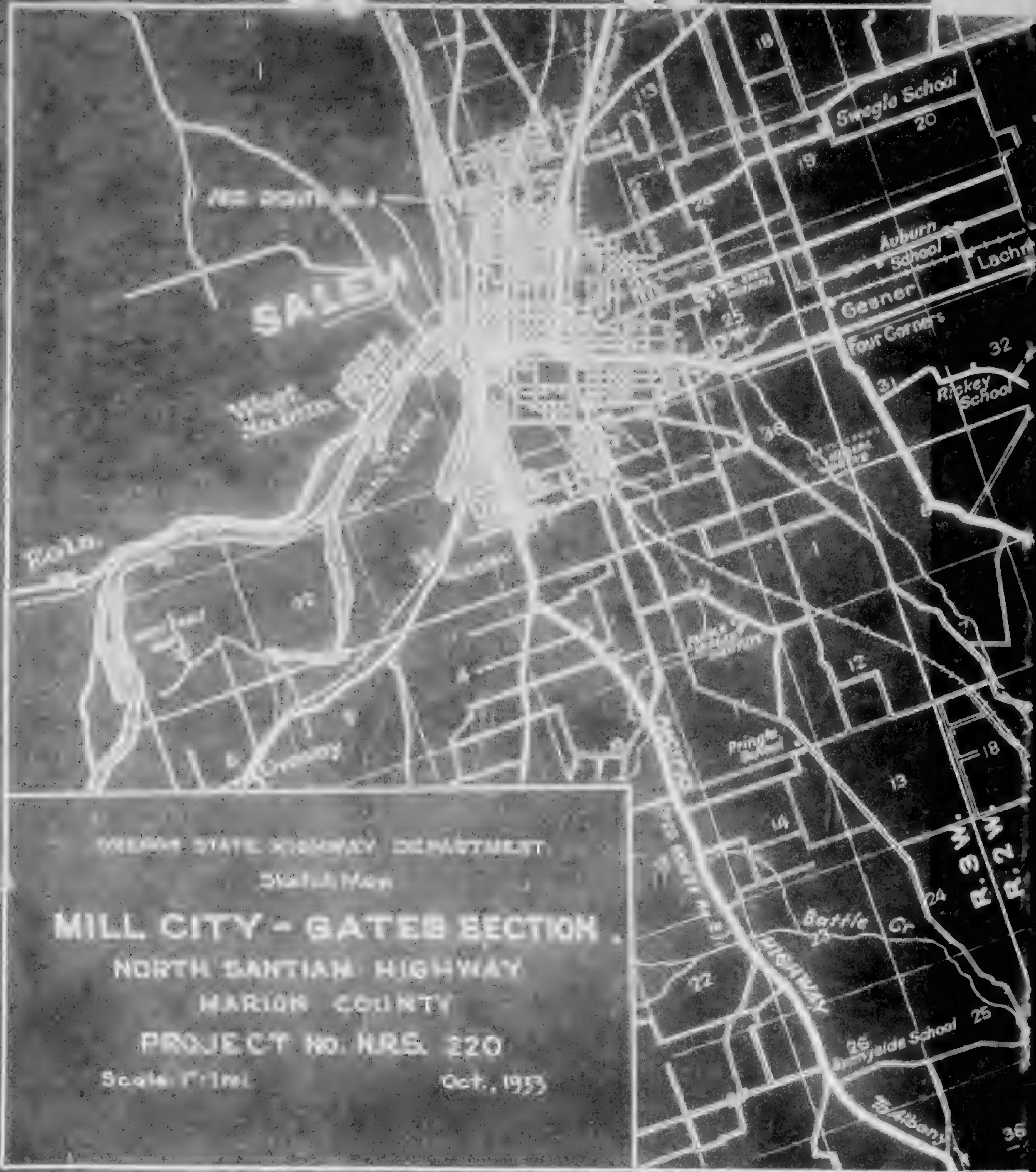
By

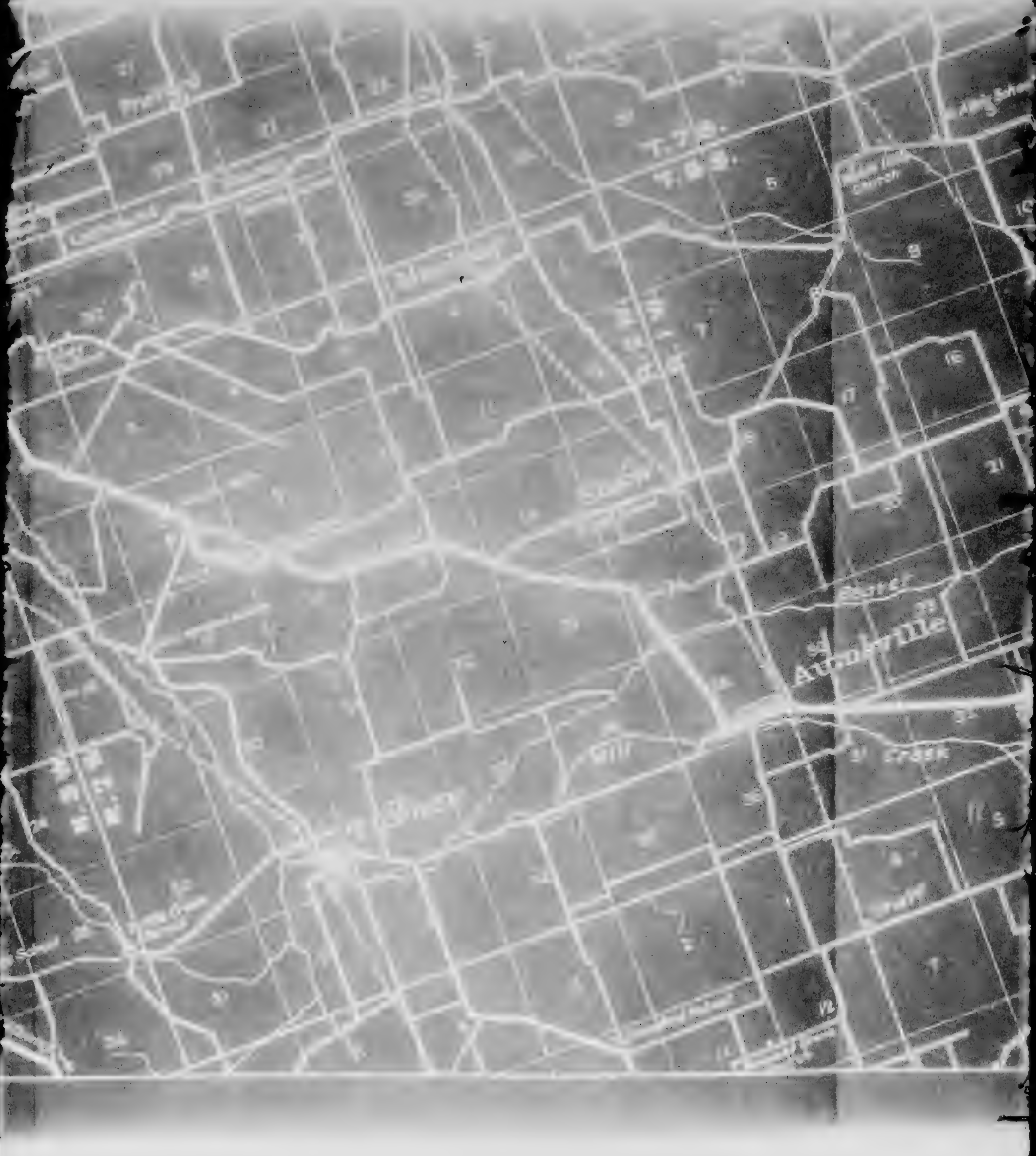
As Commissioner
(Title of officer.)

By

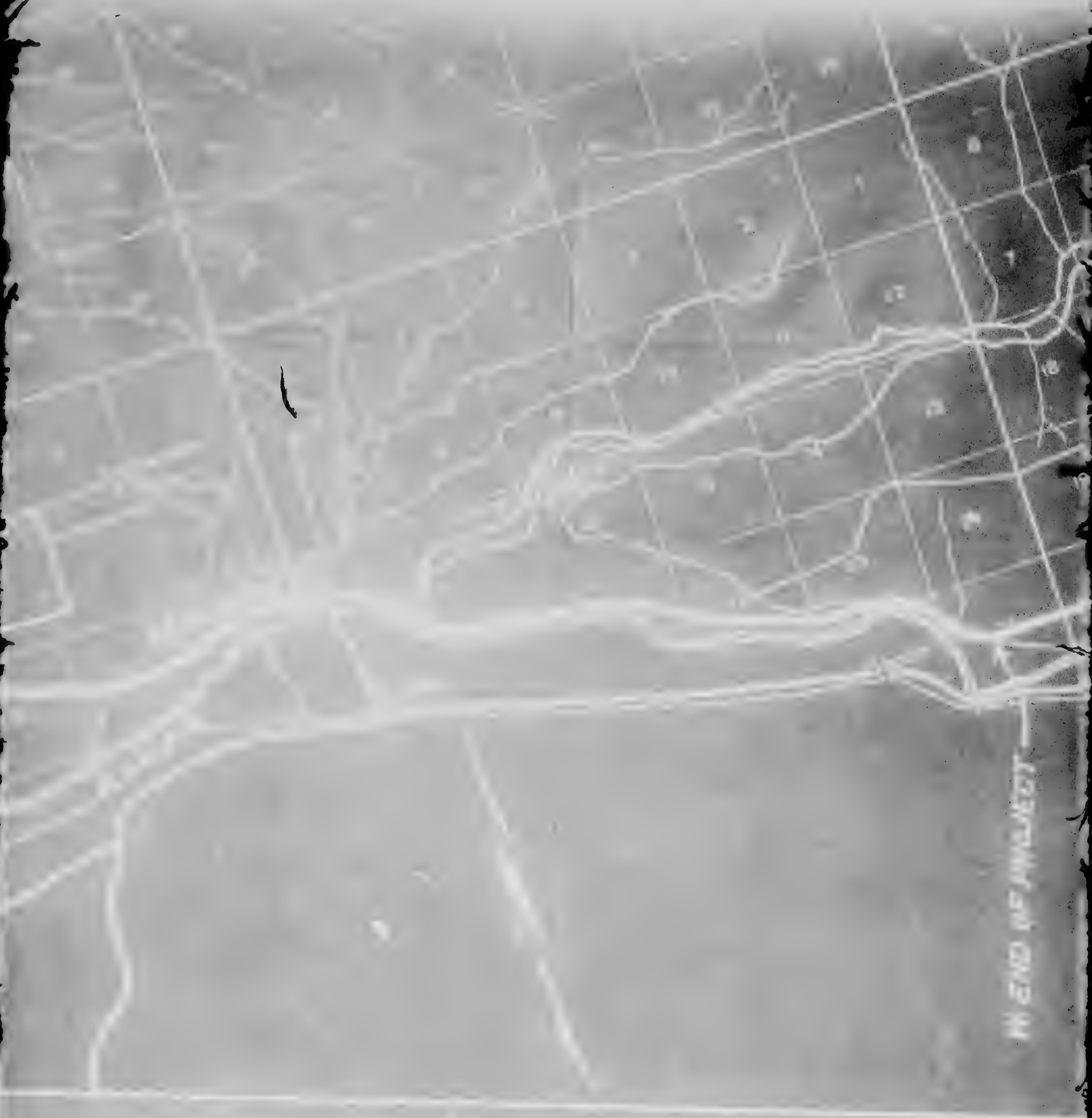
As Commissioner
(Title of officer.)

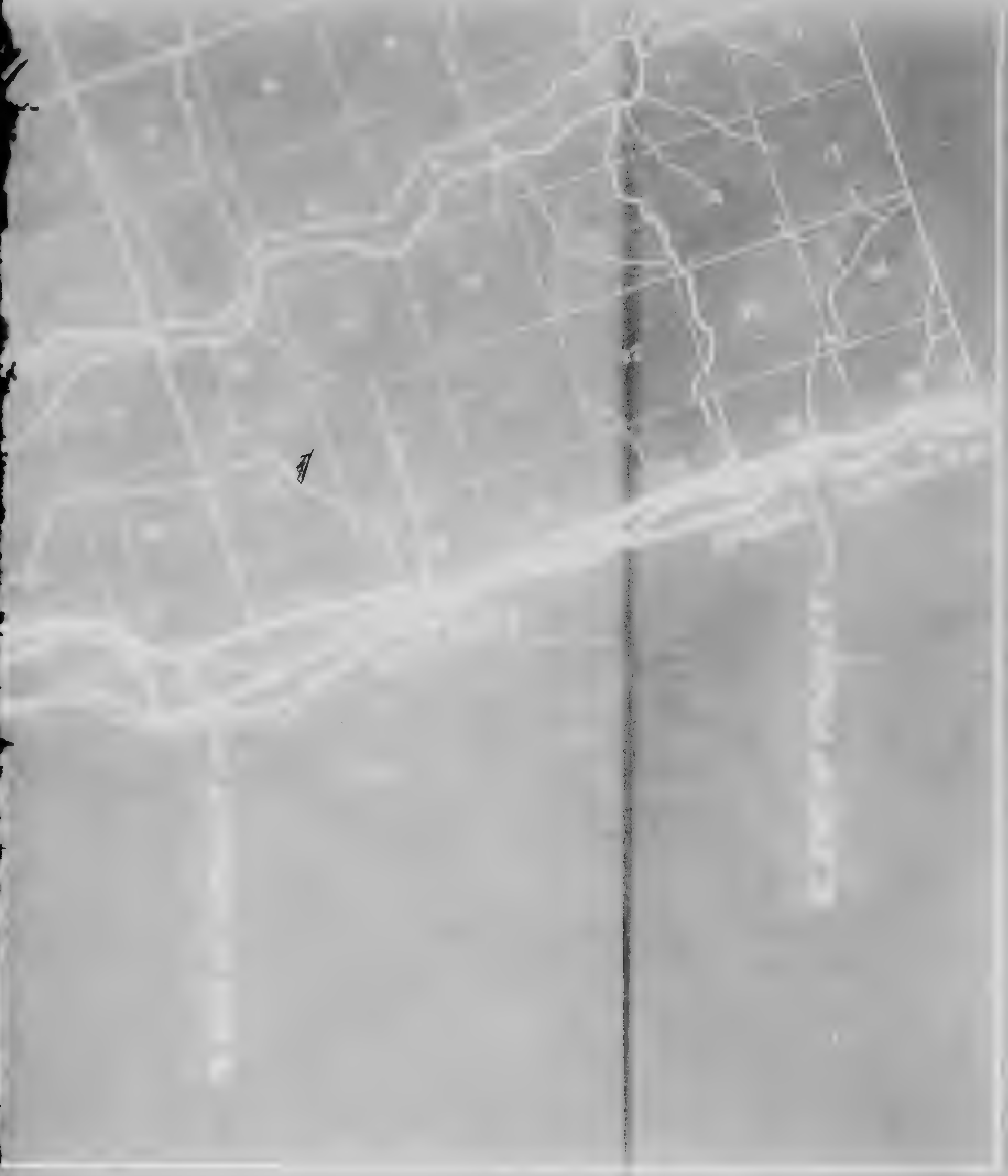
GOVERNMENT PRINTING OFFICE 8—8073


To Portland
SALEM
West Salem
18
13
Swegle School
20
19
25
Auburn School
Lachm
Gesner
Four Corners
32
31
Rickey School
36
1
12
Pringle School
13
18
14
24
R. 3 W.
R. 2 W.
Battle Cr
23
22
Highway
26
Sunnyside School
25
To Albany
36
OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
MILL CITY - GATES SECTION.
NORTH SANTIAM HIGHWAY
MARION COUNTY
PROJECT No. NRS. 220
Scale: 1"=1mi.
Oct., 1953


T. 7 S.
T. 8 S.
5
Church
8
7
16
17
21
Creek
11

23
Silver Cr Falls School
22
26
27
28
34
Independence School
33
10
8
16
17





CONTRACT #1588,
1607,

NRM 199-A,B Sandy Blvd.-Halsey St. 1933
1588 Sec.
1607

Cont. [illegible]
& N. Co. [illegible] Ave.
Co. [illegible]

[illegible]

199A

November 28, 1934

Mr. S. Murray, Chief Engineer
O.-W. R. R. & N. Co.
Portland, Oregon

Dear Sir:

Referring to the widening of the Eighty-second Avenue viaduct in Portland, the contract was completed on August 25, 1934 and accepted on October 10. Final payment has been made. I see no reason why you cannot release the bond which the Hoffman Construction Company furnished you.

Very truly yours,

State Highway Engineer

RMB:HI

#1607

Standard
10-31-2,500

607

ont. #1607n- Remodeling & widening Br. over O. W. R. R. & N. Co. tracks on 82nd Ave. in Mult. Co. Hoffman Constr. Co.

This contract was completed Aug, 23, 1934 and was accepted Oct, 10, 1934. Final payment has been made.

Mr. Paxson says that it was satisfactory in every way.

J. McF.

EM
COMPANY
PORTLAND, OREGON

November 22, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Referring to the widening of the 82nd Street viaduct at Portland:

We have an inquiry from the Hartford Accident & Indemnity Company as to whether the job is completely finished and whether the Indemnity Bond which Hoffman Construction Company furnished us may be released.

Will you kindly advise status of this job and date of completion if the work has been completed.

Yours truly,

S [illegible]

[illegible]
[illegible]
[illegible]

SHIP AND TRAVEL BY RAIL

#1607

FORM 2010

Standard
10-31-2,500

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OPERATING DEPARTMENT

S. MURRAY,
CHIEF ENGINEER

PORTLAND, OREGON

November 22,1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Referring to the opening of the 82nd Street viaduct at Portland:

We have an inquiry from the Hartford Accident & Indemnity Company as to whether the job is completely finished and whether the Indemnity Bond which Hoffman Construction Company furnished us may be released.

Will you kindly advise status of this job and date of completion if the work has been completed.

Yours truly,

S. MURRAY

[illegible]

[illegible]

4361

SHIP AND TRAVEL BY RAIL

Construction
Contracts + Agreements
Completion Reports

1992

#1607

102- 1.b.2

October 10, 1934

Mr. H. B. Glaisyer

Contract No. 1607 for the construction of the 82nd Avenue Viaduct in Multnomah County, Hoffman Construction Co., contractors, was completed on August 23, 1934.

Will you please secure authority from the State Highway Commission to make final payment?

WAReeves

W. A. Reeves
Office Engineer, Bridge Department

ap/

#1607
Mult. Co
199-A

October 10, 1934

Hartford Accident & Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1607 for remodelling and widening a bridge over the O. W. R. R. & N. Co. railway tracks between N. E. Jonesmore Street and N. E. Halsey Street on 82nd Avenue in Multnomah County, has been completed by the contractors, Hoffman Construction Company, and that final payment will be made by the State with said contractors for work done under said contract on or after October 20, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $29,398.90 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1588

199a

September 24, 1934

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1588 for the construction of the Sandy Boulevard-Halsey Section of N. E. 82nd Avenue in Multnomah County, consisting of 1.23 miles of paving, has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 4, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $70,414.77 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

199a

August 30, 1934

Mr. John H. Barnet,
Manager, Surety Department,
Great American Indemnity Company,
412 Failing Building,
Portland, Oregon.

Dear Sir:

We are returning to you herewith your form of inquiry of August 23rd concerning the Jacobsen-Jensen Company Contract No. 1588 - Sandy Boulvard-Halsey Street Section of the 82nd Avenue Highway in Multnomah County.

Last week when we answered your inquiry concerning the above contract through error we gave you the figures on the Jacobsen-Jensen Company Contract No. 1543 - 82nd Avenue-East City Limits Section of the Base Line Highway.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1588

PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

**Great American
Indemnity Company
New York**

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
TELEPHONE ATWATER 7305

PORTLAND, OREGON

August 29, 1934

Mr. H.B.Glaisyer,Secretary
OregonState Highway Commission,
Salem,Oregon

Dear Mr. Glaisyer: Re: Jacobsen-Jensen Co.-Contractors

We are today in receipt of the completion questionaire covering the contract for the paving of 1.23 miles of the Sandy Boulevard-Halsey Street Section on the NE 82nd Avenue Highway, Multnomah County,Oregon.

We are however, returning this questionaire as we believe there must be some error in the questions answered. On May 4, 1934, your department advised us that this contra ct was only 17% completed and that the contract was expected to be fully completed by the 31st day of July, yet the enclosed questionaire states that the contract was completed on March 19, 1934. Also you stated that the final total contract price including extras, etc., was $32,146.93, while our records show that the full amount of the contract is $67,915.00.

Enclosed find another copy of this questionaire to be completed but however, if we are in error, just return the completed questionaire to us.

Thanking you, we are

Yours very truly,

John H. Ba

Manager, Surety Department

JHB:W
Encl.

THE BOARD

JESSE S. PHILLIPS
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE DAVENPORT 3680

August 23 1934

BOND NO. 85787

CONTRACTOR
Jacobsen-Jensen Company

State Engineer
Salem, Oregon

OWNER OR OBLIGEE
State of Oregon

CONTRACT
1.23 miles paving in Sandy Blvd.
Halsey St. Section on the NE 82nd Ave
Highway, Mult. County, Oregon

This Company is surety in connection with the above-mentioned contract. For the completion of our files we need the information requested below, and will appreciate your kindness in answering the questions listed hereunder and returning this blank to us in the enclosed stamped addressed envelope.

Yours very truly,

Great American Indemnity Company

Alfred W Hillback

Manager.

Has work been completed and accepted? yes If so, please give date Completed March 19, 1934 - Accepted April 4, 1934

Has final payment been made? yes If not, when will it be?

What was final total contract price, including extras, etc.? $ $32,146.93

Have any liens been filed? No claims have been filed to date.

If work is not completed, please answer following questions:

Per cent completed to date? 100% %. Probable date of completion? see above

Amount of money paid under contract? $ see above

REMARKS:

(Signed) H B Glaisyer
H. B. Glaisyer, Secretary.

Form 338—4M—9-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug 25,1934, 193

Section Sandy Blvd to Halsey St

Kind of work Paving

Highway E 82nd Ave. Portland

Section prefix 26PF NRH-199A;NRH-199B

Contractor Jacobsen & Jensen

Contract number 1588

Date of contract Jan 18,1934, 193

Date of completion July 12,1934, 193

Date work started Feb. 27,1934, 193

Estimated date of completion ", 193

Amount of contract $ 67,915.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 71,461.52

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $3435.79, 100 %

Date project was completed July 12,1934, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final ready to be sent down to Salem. Last work completed on it this week.

RECEIVED
AUG 1934

RECEIVED
AUG 27 1934
OFFICE OF
CONSTRUCTION ENGINEER

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1607

119a

July 19, 1934

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Manager,
Failing Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of July 18th concerning the Hoffman Construction Co. Contract No. 1607 for remodelling and widening the bridge over the O. W. R. R. & N. Co. Tracks on N. E. 82nd Avenue.

Please be advised that this contract was approximately 93% complete on June 20th. The total amount paid the contractors to date is $23,549.28 and the retained percentage is $2,064.75.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1607
Mult. Co

DEPARTMENT OF OREGON
FIDELITY AND DEPOSIT COMPANY
OF MARYLAND
FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE
Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

July
18th
1934

State Highway Department,
Salem, Oregon.

Gentlemen: Re: #4019431-#4019432
Hoffman Construction Co

Would you kindly advise as to the present status of the work covered by the contract for the above company under our bonds. This contract covers widening existing viaduct O. W. R.R. and N. Co. Tracks N. E. 82nd Ave. Multnomah County.

Very truly yours,
Clarence D. Porter
Clarence D. Porter
Manager.

EW

Pd [illegible] -0- $23,549.28
Retd, $2,064.75
Earned $25,614.03

93%
Estimated Cost Entire 29,503

PR 199 B

June 26, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the letter of H. T. Wright, 2412 N. E. Union Avenue, Portland, Oregon, for claim of violation of minimum wage rate paid to him on the Jacobsen-Jensen Contract No. 1588, NRM 199-B and NRM 199-A.

This matter was taken up with our Resident Engineer A. B. Dean for investigation. A copy of his letter of explanation is attached, as well as copies of a letter from the Jacobsen-Jensen Company, and receipt in full for wages paid to Mr. Wright.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

L. E. Parsons
Asst. Office Engineer

LEP:ER
Encl.
cc W. E. Chandler

7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

Portland, Oregon
June 25, 1934

IN REPLY PLEASE REFER TO FILE NO.
26 PF

Mr. W. E. Chandler
Division Engineer
State Highway Department
Salem, Oregon

Dear Sir:

With one exception the letter of Mr. Wright explaining his request for back pay, is a fair outline of the duties, etc. of the men setting forms. The continual shifting of men on this project could hardly be avoided on account of the many details involved.

The exception is whether or not Mr. Wright was notified of the change in rate of pay before the change took effect. Jacobsen and Jensen say he was verbally told of the change and Mr. Wright claims not. I have no way of knowing.

I have personally checked every mans card as he came on the job and early in the progress of the work I called the time keepers attention to the large number of skilled labor classification cards coming on the job. Also that they would probably be called upon to pay the man accordingly, particularly should the men demand it. Mr. Carl Jacobsen then called at the NRS office to ask whether they would be permitted to employ a man at a lower rate than called for on his card. He was told that the NRS had no objection providing the man was willing to work at some class of work calling for the common labor rate and was told what the rate was. Accordingly, they kept some of these men on the job at the lower rate rather than lay them off.

A number of cases the men misrepresented their ability in order to get a card and take a chance to get work. One card called for a form setter but he worked as a cement buck and was glad to get the work. Another represented himself as a finisher and got a card for finishing. The inspector has known this man for some five or six years and this man has always run a ford truck. He got on this job as a truck driver and was glad of the work. So all cases are not justified for a claim for higher wages.

Enclosed is a receipt in duplicate from Mr. Wright showing a settlement with him and a letter from Jacobsen and Jensen accompanying same.

Very truly yours,

A. B. Dean (Sgd)

Attention: Mr. Eason

Resident Engineer.

C O P Y

JACOBSEN-JENSEN CO.

General Contractors

517 N. E. Stanton Street
Portland, Oregon

June 21, 1934.

Mr. A. B. Dean, Resident Engineer
Oregon State Highway Commission
E. 81st and Stark Streets
Portland, Oregon

Dear Sir:

Enclosed please find receipt in duplicate from H. T. Wright, for $10.00, being in full payment for wages due him to date.

We wish to state although Mr. Wright was hired as a form setter at 65¢ per hour, he only assisted the form setters during the duration of form setting on the curbs, but was paid at the rate of 65¢ per hour. Then we discovered our mistake and the time keeper notified him verbally, that, from that time on if he wished to remain on the job, his rate would be 55¢ per hour. Therefore, under these circumstances we feel that Mr. Wright has been overpaid. However, to save further argument in the matter, we have settled with him as per the enclosed receipts.

Trusting that we have made ourselves clear in the matter, we are

Very truly yours,

Jacobsen-Jensen Company,

By L. F. La Rouche (Sgd)

COPY

JACOBSEN-JENSEN CO.

General Contractors

517 N. E. Stanton Street
Portland, Oregon

June 18, 1934.

Received from Jacobsen-Jensen Company the sum of ten ($10.00) dollars, being in full payment for all wages due me to date.

Signed H. T. Wright

Phone GArfield 3313

JACOBSEN-JENSEN CO.

General Contractors

517 N. E. Stanton Street
PORTLAND, OREGON

June 18,1934.

Received from Jacobsen-Jensen Company, the sum of ten ($10.00) dollars, being in full payment for all wages due me to date.

Signed H. T. Wright.

S. E. Probert
Office Engineer

SEP:RR

Encl.

June 12, 1934

Mr. F. D. Eason
Asst. Division Engineer
Office

Dear Sir:

The enclosed correspondence concerns a violation of the minimum wage rate requirements in connection with the Jacobsen and Jensen contract for the paving of the Sandy Boulevard-Halsey Street Section of 82nd Avenue in the City of Portland.

Please take this matter up with Jacobsen and Jensen and with Resident Engineer Dean, and report back so that we may make reply to Mr. Lynch.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 11, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed please find copy of a letter by Harry Wright, 2412 NE Union Avenue, Portland, Oregon, alleging violation of minimum wage rates on Project NRH 199-B and NRM 199-A, Contract No. 1588, Jacobsen & Jensen, contractors.

Our records show that this man was employed as a finisher, at 65¢ per hour, for 92 total hours from March 10 to 31, and as a grader at 55¢ per hour for 84 hours, April 13 to 30, and also for 74½ hours from May 1 to 16.

Mr. Wright called personally at this office, and Mr. Ewen advised him to submit his claim in writing, which he has done in the accompanying letter.

Please investigate this complaint and advise us of the results.

Yours very truly,

W H Lynch
W. H. LYNCH
District Engineer

Encl.

REFERRED TO
Probert
By State Highway Engineer

Please investigate & advise
Lynch

COPY

2412 N. E. Union Ave.,
Portland, Oregon,
June 6, 1934.

District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Gentlemen:-

Following my conversation with Mr. Ewen of your office June 6, I am forwarding my wage claim of fourteen dollars and sixty-five cents ($14.65) against the Jacobsen-Jensen Contracting Co. of Portland to you for further action, also the facts upon which I base this claim.

I was sent out on this job (82nd St. NE from Sandy to Halsey) by the National Reemployment Service on March 9, 1934, as a formsetter, the classification under which I was registered and my card was so marked.

I worked at setting curb forms until the curbs were all in, some three weeks, as I remember, and was paid at the prevailing rate for formsetters of 65¢ per hour.

I was off for a couple of weeks after the curbs were finished while they were putting in the drainaige sumps, until they started paving.

I went to work again on April 13, setting forms for concrete paving.

Paydays were the 2nd & 17th of each month, as of the 15th and last day of the month.

For April 13th & 14th (the 15th was Sunday) I was paid at the regular rate - 65¢ per hour. However, on the next payday, May 2nd, I was only paid at the rate of 55¢ per hour, a cut of 10¢ per hour. We had had no notice of a cut, had been doing the same work as before, nothing had been said in any way or form that we would be cut, & when we protested that our checks were short were told in no uncertain terms that we were only getting 55¢ an hour, and while they (Jacobsen-Jensen) did not say so in so many words, the inference was pretty plain that we could take it or leave it, and as we had to eat, we took it, figuring we would work the job out and make the protest later, which is the object of this letter.

I worked until May 16, when the paving forms were finished, & then tried to get some action on the back pay that I feel is justly due me, 146½ hours at 10¢ per hour, the difference between 55¢ and 65¢ per hour.

However, right after the cut (May 2) I did take the matter up with Mr. Jones of the National Reemployment Service, and he said he would see what he could do. He checked the payrolls for April and found that no formsetters were being carried on the rolls. I was listed as a grader & so was my partner. (Formsetters usually work in pairs.) In fact, the company was hardly carrying any skilled labor at all. They even were listing some of the finishers as laborers, and they also were paid 55¢ per hour. Of course, this has nothing to do with me; I simply cite it as bearing out my contention that the company knowingly was trying to get out of paying the extra 10¢ per hour to all of the skilled labor that it was possible to do so.

I also talked to Mr. Dean, engineer for the Oregon State Highway Dept., at his office near 81st & Stark. He said that all the men actually engaged in laying forms were entitled to the extra 10¢ per hour, but as I shall explain later, this is a hard matter to determine, on account of the way the job was run.

As you doubtless know, on these road jobs the mechanics or skilled labor are called upon to do a certain amount of common labor in the course of their work, just how much depends upon the supervision of the job and the kind of soil encountered. Hard, rocky ground such as we had to work over on 82nd St. requires a formsetter to do a lot of common labor, as the subgraders usually do not get down to the exact grade, and the formsetter aften has to pick up a pick and shovel & knock off the high places in the subgrade himself rather than call a laborer back to do it for him.

It is my firm belief that the company took advantage of this feature of the work & had their formsetters do all the common labor possible so as to classify them as laborers.

You can readily see that it is almost impossible to segregate the time actually spent in laying & lining up forms and that spent in common labor such as grading, blocking up under forms & staking when one is jumping from one to the other all day long.

I was also required, when I was actually laying forms, to stake a lot of them myself. This staking is classed as common labor. The procedure on most jobs is to have two formsetters go ahead & lay the forms as near to line & grade as possible, with two laborers following up staking, and every few hundred feet the formsetters drop back over the staked forms and give them a final checking for grade & line. Usually also two men are assigned to each line of ribbons & are held responsible for that line.

On this job the formsetter foreman did all the final checking, using a laborer as a helper, which was all right, but the men with formsetters' cards would be doing anything from staking to grading and sometimes laborers would be setting the forms, which also appeared O.K. to me if they wanted to run the job that way, providing that the company was paying the required number of formsetters that this job called for the standardprice of 65¢ per hour, which they were not.

I go into the above detail to further bear out my claim that Jacobsen-Jensen were willfully mixing up & overlapping the common & skilled labor so much that it was possible for them to say that all the formsetters were doing common labor, and as before stated to make a segregation of skilled & unskilled hours impossible.

The nature of the job called for more formsetters than is usually required on a new highway job in the country where no traffic or street intersections are found, as the inside forms were braced against the old pavement & cars were continually running off & hitting the braces, knocking the forms out of line & making a constant checking & rechecking compulsory.

My own job, after the first couple of weeks during which I was setting or laying forms, seemed to be a general utility man. I worked back near the mixer instead of up in front doing whatever there was to be done. There was lots of straightening to do, the forms that were left out in front of residences so people could get out with their cars had to be set in place,also those where the trucks feeding the mixer turned around, etc. I also blocked up under the forms. This, I believe, is classed as common labor, but as I stated before, it was nearly impossible, as well as impracticable to count the hours spent in doing each separate job.

I furnished my own tools, in fact lost some of them on the job, & naturally replaced them myself, and the four other men that I figured were formsetters also furnished their own tools.

I have not asked the company for this back pay, because it would be useless until I get some proper authority. There is one other man I know of in the same fix as myself, and I believe that several others have back pay coming, altho I cannot say for sure.

I base my claim for $14.65 (146½ hours at 10¢ per hour, from April 16 to May 16) on the fact that I was sent out as a formsetter, and my card was so marked, furnished my own tools, worked at formsetting throughout the job, was not notified of any change in my status anytime on the job, also a belief that the P.W.A. was established to provide work for the greatest possible number of men at their trades, instead of for private profit.

Very truly yours,

(Signed) H. T. Wright
Identification #7500

COPY

Appr 19881

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-199, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—8519

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 26th day of August, 1933, a project statement, which was approved by the Secretary on the 8th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 3rd day of January, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of six thousand, four hundred thirty-six and 87/100 dollars ($6,436.87) as the share of the United States payable under said act on account of Section B of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4+92 near 82nd and Failing Streets and survey station 15+60.1 at the intersection of 82nd and Fremont Streets

, length 0.202 of a miles/ in Multnomah County,

being Section 1 of Oregon U.S.Public Works project No. NRH-199, consisting of

0.202 of a miles/ of roadway and no bridges, e[illegible] of more than 20 feet clear span,

[illegible] known locally as East 82nd Avenue adjoining the City of Portland.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of six thousand, four hundred thirty-six and 87/100 dollars ($6,436.87), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~ the approved total estimated cost of Section 3 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed ~~the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws of 1927 and Chap. 245, laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 28 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By ______________________

____
(Title of officer)

By ______________________

____
(Title of officer)

Secretary of Agriculture

~~[illegible]~~

Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Public Works** Project No. **NRH-199-B.** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **6,436.87** as the total estimated cost of said project, and the sum of $ **6,436.87** as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ **in the** ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 28 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE 1931 8—4829

By [illegible]
Acting Chief, Bureau of Public Roads

199-a

June 19, 1934

Fidelity & Deposit Co. of Maryland
Clarence D. Porter, Manager
Failing Building
Portland, Oregon

Gentlemen:

Reference is made to your communication of June 18 regarding State Highway Contract No. 1607 which was awarded to the Hoffman Construction Company for widening and remodelling the bridge over the O.W.R.R. and N. Co. tracks on N.E. 82nd Avenue.

The amount of money actually paid the contractor on this job is $15,010.70 and the retained percentage amounts to $2,064.75. The time limit specified for the completion of this job has been extended to October 5, 1934. It is estimated the work is 62% completed.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

DEPARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE
Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

1607

JUNE EIGHTEENTH,

1934.

Oregon State Highway Commission,
Salem, Oregon.

RE: #4019431-Hoffman Construction Co. widening existing viaduct O.W.R.R. and N. Co. tracks N.E. 82nd Ave. Multnomah Co., Ore.

Gentlemen:

We will appreciate your advising us the percentage of this work completed, and also the amount of money paid the contractor and the amount retained.

If this work has been completed, we will appreciate your advising us the date of completion, and acceptance and if final payment has been made. and the amount thereof.

Very truly yours,

Clarence D. Porter

Clarence D. Porter,
Manager.

CDP/
DC

199-a

26-2 X

June 15, 1954

Mr. S. H. Probert
OFFICE

Dear Sir:

This man Apperson is crazy in his contention about engineer's estimates on S. E. 82nd Avenue.

Please prepare a tabulation showing the original set-up, the original bids and estimates complete in order that I may make the proper reply to him.

Yours very truly,

State Highway Engineer

RHB:MC
encl.

(Letter sent to Mr. Probert.)

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

POST OFFICE BUILDING
PORTLAND, OREG.

FILE NO. Oregon ~~NRM 199-A~~
Oregon NRH 199-B

June 14, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreements and certificate~~s~~ for the above numbered ~~Federal-aid~~ project~~s~~.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Highway Engineer

Encls.

Ivor

Hyp 19880

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-199, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 26th day of August, 1933, a project statement, which was approved by the Secretary on the 8th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 3rd day of January, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy thousand, two hundred sixty-two and 75/100 dollars ($70,262.75) as the share of the United States payable under said act on account of Section A of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.** (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 0+61 at the east side of the intersection at Sandy Boulevard and NE 52nd Avenue and survey station 65+50, approximately 200 feet east of the intersection of East Broadway Street and 52nd Avenue**, length **1.228** miles, in **Multnomah** County, being Section **A** of **Oregon U. S. Public Works** project No. **NRM-199**, consisting of **1.228** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~ **known locally as East 52nd Avenue in the City of Portland, an official control point on F.A.Route No. 41.**

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of seventy thousand, two hundred sixty-two and 75/100 dollars ($70,262.75), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~

~~[illegible]~~ is ~~[illegible]~~ the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 246, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 28 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1921 8—5518

By G H Wilson
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. [illegible]-199-A State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 70,262.75 as the total estimated cost of said project, and the sum of $ 70,262.75 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible] pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 28 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

By
Acting Chief, Bureau of Public R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 8, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to initial voucher for Oregon U. S. Public Works project No. NRM 199-A, covering period from February 27, 1934, to May 16, 1934, submitted in amount of $34,848.40.

Attention is called to the error in the unit price of contraction joints. The correct unit price is 4¢, and the extension for 4,100 linear feet would be $164.00, instead of $615.00 as given.

The voucher is recommended for payment in the reduced amount of $34,397.40.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

J.3

177.2

May 5, 1934

Lt. Robert E. Mitchell
Camp Belknap F-23
McKenzie Bridge, Oregon

Dear Sir:

To provide you with the information requested in your letter of April 30th, we are today mailing to you a set of the plans and specifications for proposed paving work on 82nd Street in the City of Portland.

You will note that these plans call for dowel bars at both expansion and contraction joints. This is in accord with a recent requirement of the U. S. Bureau of Public Roads. In such of our work as does not involve federal funds, we do not use dowel bars at contraction joints, but depend for "load transmission" on the irregularity with which the concrete breaks through at those joints.

We might add for your information that the use of dowel bars at contraction joints increases the cost of 20-foot concrete pavement approximately $1,000 per mile.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

HEADQUARTERS
Camp Belknap F-23
Mc.Kenzie Bridge Oregon.
Civilian Conservation Corps.

927th. Company CCC.
April 30th. 1934.

To : Director of Highways, State of Oregon.
Salem, Oregon.

Dear Sir:

If convenient, I would appreciate very much having you send me C.O.D. a set of paving specifications for the State of Oregon, with particular reference to the latest method employed in tieing the slabs together at the through joints.

Very Sincerely,
Robert E. Mitchell
Robert E. Mitchell.
2nd. Lieut. Inf-Res.
Adjutant

REM/rkt

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 27, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon NRM 199-A and NRH 199-B

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office. Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

The lengths of these projects are as follows:

NRM 199-A is 1.228 miles in length of which 0.202 miles is one-half width of roadway and 1.026 miles is full width.

NRH 199-B is 0.202 of a mile in length, one-half width of roadway.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

encls.

March 8, 1934

Mr. C. B. McCullough
Office

Dear Sir:

At the March 6 meeting of the Commission, the Commission confirmed the award of the Northeast 82nd Avenue viaduct contract to Hoffman Construction Company at its bid price of $27,530.00, which bid was submitted at the meeting held on February 15.

The date of award is to be considered as February 23.

Very truly yours

State Highway Engineer

HBG:AJ

FORM B B-1 12806 1M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

111-a

February 23, 1934.

Mr. R. H. Baldock

Herewith copy of agreement with the OWRR&N covering the reconstruction of the viaduct at 82nd Street, together with letter from Mr. Devers.

You will note that Mr. Devers recommends the execution of this agreement by the commission if and when we have protected ourselves by maintenance agreement with the City of Portland. Mr. Cutler informs me that the maintenance agreement covering this structure has now been executed by the City of Portland, and a copy received in the office today. It would therefore be my recommendation that the attached contracts be sent to the Commission for signature at once.

C. B. McCullough

CBM:AP

cc Mr. Glaisyer

FORM B E-1 13204 1M 1 34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Mmd 99C

February 16, 1934.

Hoffman Construction Co.,
715 S. W. Columbia Street,
Portland, Oregon.

Gentlemen:

Award of contract for the widening of the 82nd Street viaduct over the O.W.R.R.& N. tracks, in Multnomah County for which you were the low bidder is being held by the Highway Commission. Before this award can be made it will be necessary that you file a statement with this office to the effect that all sand and gravel purchased for use in connection with this job will be purchased from a dealer who is registered under the sand and gravel code.

We will be glad to hear from you in regard to this matter at the earliest possible date.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. R. H. Baldock ✓
Mr. G. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

February 9, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of January 3 on Oregon NRM 199-A, and particularly to the last paragraph concerning force account work on adjustment of the water system.

We note that the force account item has not been divided between NRM 199-A and NRM 199-C, as it appears to us it should be since part of the work occurs on each section.

Will you please submit copies of revised Sheet No. 1 for NRM 199-A, making the proper distribution of this item.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Iron

2

199B

January 31, 1934

The Asbestos Supply Company of Oregon
510 Northwest Fifth Avenue
Portland, Oregon

Attention: Ford Miller

Gentlemen:

We are enclosing herewith a copy of the specification for joint filler material which we are including in the specifications for the proposed paving work on the City of Portland Unit of the Portland-Milwaukie Project, which project is included among the projects for which bids are to be received by the Highway Commission on February 15th.

You will note that this specification is practically the same as the specification used by the State of Washington. It is our understanding that "Flexcell" joint filler material will conform with this specification.

Two other projects for which bids are to be received on February 15th call for Portland cement concrete pavement, these projects being located in Coquille and Marshfield. The revised joint filler specification is not being used in connection with those projects for the reason that the specifications for this were submitted to the Bureau of Public Roads and approved by the Bureau before decision was made to adopt the revised specification. The amount of pavement involved in these two projects is, however, very small.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

CONTRACTORS — **ASBESTOS SUPPLY COMPANY** — JOBBERS

Insulations ~ Power Products ~ Frictions ~ Acoustics

ASBESTOS

NRA MEMBER U.S. WE DO OUR PART

510 N.W. Fifth Ave.
124 NORTH FIFTH
PORTLAND, OREGON
BEACON 1711

January 26, 1934

Mr. Probert, Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Monday's Daily Journal of Commerce contained a list of Federal Aid Road projects on which bids would be received up to February 15th and are indeed anxious to put ourselves in a position to figure the expansion joint requirements on the paving work.

We wish you would advise us if Flexcell has been incorporated in the general specifications so we can figure on these projects.

Thanking you in advance for your reply, we are

Yours very truly,
ASBESTOS SUPPLY CO of OREGON
Fred Miller

FM:B

AGREEMENTS CONTINGENT UPON FIRE, STRIKES OR OTHER CAUSES BEYOND OUR CONTROL. QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE AND TO 30 DAYS ACCEPTANCE.

January 30, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for Sandy Boulevard-Halsey Street Section, Projects No. NRM 199-A and NRH 199-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department National Recovery Project

SANDY BOULEVARD-HALSEY STREET SECTION

OF 82ND AVENUE IN THE CITY OF PORTLAND

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 23, 1934

NATIONAL RECOVERY MUNICIPAL PROJECT NO. NRM 199-A

(Sta. 0+61 to 56+50)

400	cu. yds.	Trench Excavation	$ 0.75	$ 300.00
6,300	" "	Excavation, Single Classification	0.20	1,260.00
6,300	yds. mi.	Truck Haul	0.15	945.00
1,790	sq. yds.	Removal of Old Pavement	0.30	537.00
500	lin. ft.	Removal of Curbs	0.05	25.00
2	only	Removal of Inlets	2.00	4.00
1,600	lin. ft.	8" Drain Pipe	0.30	480.00
100	" "	Salvaging Drain Pipe	0.30	30.00
10	only	Concrete Catch Inlets	15.00	150.00
10,830	lin. ft.	Concrete Curbs	0.40	4,332.00
800	sq. yds.	Concrete Sidewalks	1.35	1,080.00
14,600	" "	Portland Cement Concrete Pavement	1.75	25,550.00
3,200	" "	" " " Base	1.71	5,472.00
1,840	lin. ft.	3/4" Expansion Joints	0.20	368.00
470	" "	1/2" " "	0.15	70.50
9,200	" "	Contraction Joints	0.04	368.00
1,370	only	Dowels	0.20	274.00
750	lbs.	Tie Bars and Reinforcement	0.06	45.00
470	cu. yds.	Sand Cushion	1.00	470.00
440	lin. ft.	Wood Header Blocks	0.10	44.00
1,380	tons	Class "A" Asphaltic Concrete	6.50	8,970.00
980	"	" "B" " "	6.50	6,370.00
14,750	sq. yds.	Surface Finish Coat	0.06	885.00
950	cu. yds.	Lower Course Shoulders	2.00	1,900.00
700	" "	Top " "	1.90	1,330.00
270	" "	3/4" - 0" Screenings	2.00	540.00
220	" "	Filler	0.50	110.00
220	yds. mi.	Hauling Filler	0.20	44.00
All Required		Adjustment of Water System (Force Account)		1,811.73
			Sub-total	$ 63,875.23
			10% Engr. & Cont.	6,387.52
			Total (NRM Project)	$ 70,262.75

NATIONAL RECOVERY HIGHWAY PROJECT NO. NRH 199-B

East One-half of Roadway (Sta. 4+92 to 15+60.1)

1,500	cu. yds.	Excavation, Single Classification	$ 0.20	$ 300.00
1,500	yd. mi.	Truck Haul	0.15	225.00
10	sq. yds.	Removal of Old Pavement	0.50	5.00
1,000	lin. ft.	Concrete Curbs	0.40	400.00
1,200	sq. yds.	Portland Cement Concrete Pavement	1.78	2,136.00
400	" "	" " " Base	1.71	684.00
160	lin. ft.	3/4" Expansion Joints	0.20	32.00
30	" "	1/2" " "	0.15	4.50
800	" "	Contraction Joints	0.04	32.00
130	only	Dowels	0.20	26.00
250	lbs.	Tie Bars and Reinforcement	0.06	15.00
50	cu. yds.	Sand Cushion	1.00	50.00
60	lin. ft.	Wood Header Blocks	0.10	6.00
120	tons	Class "A" Asphaltic Concrete	6.50	780.00
80	"	" "B" " "	6.50	520.00
1,320	sq. yds.	Surface Finish Coat	0.06	79.20
150	cu. yds.	Lower Course Shoulders	2.00	300.00
100	" "	Top " "	1.90	190.00
30	" "	3/4" - 0" Screenings	2.00	60.00
30	" "	Filler	0.50	15.00
30	yd. mi.	Hauling Filler	0.20	6.00

Sub-total	$ 5,851.70
10% Engr. & Cont.	585.17
Total (NRH Project)	$ 6,436.87
Sub-total	$ 69,726.93
10% Engr. & Cont.	6,972.69
Total (All Work)	$ 76,699.62

Length	1.228 miles
Cost per mile	$ 62,458.97

SUMMARY OF FUNDS

Item	Total Cost	National Recovery Municipal Funds	National Recovery Highway Funds
Project No. NRM 199-A	$ 70,242.75	$ 70,242.75	$ - -
" " NRH 199-B	6,436.87	- -	6,436.87
	$ 76,679.62	$ 70,242.75	$ 6,436.87

State Funds for Construction; Chap. 176, laws 1917; Chap. 31, laws 1920
Funds for Maintenance; Chap. 41, laws 1927; Chap. 20, laws 1931

January 22, 1934

Mr. A. B. Dean,
Highway Resident Engineer,
425 S. E. 81st St.,
Portland, Oregon.

Dear Sir:

On the day that work is started on the Jacobsen-Jensen Company contract for pavement widening on the Sandy Boulevard-Halsey Street Section of N. E. 82nd Street, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as NRM 199-A, if work is started first on the portion of the project within the city limits; on NRH 199-A, if work is started first on the portion outside the city limits.

When work is started on the National Recovery Project other than the one first reported, you will please advise Mr. Lynch of the commencement of the work by letter.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch, as well as a copy of your letter, should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/ER
cc W. E. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to the 82nd Avenue project, Sandy Blvd. to Halsey Street, the designations have been changed to NRM 199-A and NRH 199-B. The portion outside of the city has been designated B in accordance with Bureau requirements that portions of a project within a city should have a separate and distinct section designation. It is requested that the project agreement estimate be prepared accordingly.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Public Works project NRM 199-A and NRH 199-B, Sandy Boulevard-Halsey Street section of N.E. 82nd Avenue in the city of Portland, to Jacobsen-Jensen Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

North Unit - Portland - Milwaukie

179-B

January 5, 1934

Mr. Ormond R. Bean
Commissioner of Public Works
City Hall,
Portland, Oregon

Attention: Mr. L. G. Apperson

Dear Sir:

We refer to your letter of December 13th, transmitting a letter received by you from Mr. C. P. Keyser, Superintendent of City Parks, in which letter Mr. Keyser suggests the lowering of the culvert which carries Crystal Springs Creek under Bybee Avenue.

We have had this matter investigated in the field and find that the rate of fall in Crystal Creek, below the culvert referred to, is only about 0.1 feet per 100 feet so that the lowering of the culvert one foot would require a lowering of the creek bed for a distance of 1,200 or 1,500 feet. Such a lowering of the creek would not only cost a considerable sum, but would probably involve right-of-way difficulties. Even then, there is the possibility that the creek bed would fill back to the original gradient, nullifying the effect of the improvement.

There is, also, some question as to whether or not the federal government would allow us reimbursement on an item of this kind, as the policy in performing work on intersecting streets is to restore them to original condition, or equal; not to advance or better their state of improvement, except as that may be accomplished without extra expense.

In view of the circumstances mentioned, we do not feel that we should undertake the lowering of the culvert.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc H. G. Smith
W. E. Chandler

CITY OF PORTLAND
OREGON
DEPARTMENT OF PUBLIC WORKS
[redacted]
O. LAURGAARD, CITY ENGINEER
ORMOND R. BEAN, COMMISSIONER

December 13,1933

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

In re: Culvert carrying Crystal Springs Creek

Dear Sir:

I am transmitting herewith copy of a letter from Mr. C. P. Keyser, Superintendent of Parks, relative to the culvert carrying Crystal Springs Creek under the west approach to the S.E. Bybee Street Viaduct.

Mr. Keyser suggests that this culvert be lowered from one to two feet to provide better drainage in the area north of S.E. Bybee Street. It is our understanding that your plans for the improvement of the super-highway adjoining the Southern Pacific Company's tracks call for raising the grade of S.E. Bybee Street from S.E. 22nd Avenue to the existing viaduct across the Southern Pacific Company's tracks.

We believe that if you could care for the cost of the lowering of this culvert in your contract for this construction work, it would be a direct benefit to the property in that vicinity and save a greater future cost in cutting through the new street grade after it is completed.

Yours very truly,

ORMOND R. BEAN

COMMISSIONER OF PUBLIC WORKS

By L. G. Apperson
Chief, Bureau of Construction

FTF:S
encl.

REFERRED TO
[illegible]
State Highway Engineer

[illegible]

CITY OF PORTLAND,OREGON
Dept.of Public Utlities

Ralph C.Clyde,Commissioner

Bureau of Parks

December 1,1933

Honorable Ormond R. Bean,
Commissioner of Public Works,

Dear Sir:

In connection with the development of the super-highway through Westmoreland, if the Bybee Avenue viaduct has to be rebuilt I should like to recommend that the culvert carrying Crystal Springs Creek be lowered at least a foot, two would be better. We have had trouble with the drainage of the north nine of the Eastmoreland Golf Links and have had to make a connection to the trunk sewer at considerable expense. Originally the Insley Avenue sewer was designed to carry Crystal Springs Creek but it developed that the water right of the property owners below Bybee Avenue had to be recognized and the entire creek conveyed through the Bybee Avenue culvert. Incidentally the city's interest as represented by Johnson Creek Park is joined with that of the aforesaid property owners. In the interest of all concerned I believe this change should be made.

COPY

Perhaps this matter should be taken up with the State Highway Engineer. If so, I will leave it to you to complete the arrangement or make such recommendation as you see fit.

Very truly yours

C.P.Keyser,Supt.of Parks

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

January 3, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for Oregon USPW project NRM 199-A and NRH 199-A, the Sandy Boulevard-Halsey Street Section of 82nd Avenue in Portland, Oregon.

This is your authority to advertise the above project.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

The estimate includes an item of adjustment of Water System, (force account) $1,811.93 and your letter states this is to be performed by the city on a force account basis. Also enclosed ~~is~~ was a copy of a letter from Ben S. Morrow, Engineer, Water Bureau, which indicated the work is to be performed by the C. W. A., which is of course in error if National Recovery funds are to be used for this work.

Also, Mr. Morrow's letter indicates part of this work is for the viaduct construction at N. E. Halsey Street. This will necessitate a division of the force account item so that the correct proportions will be borne by this work and the viaduct construction.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

December 27, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Sandy Boulevard-Halsey Street Section of 82nd Avenue in the City of Portland, Project Nos. NRM-199-A and NRH-199-A. Six copies of a statement of cost covering the item of "Adjustment of Water System" are, likewise, enclosed, which work is to be performed by the city on a force account basis. The item is included in the estimate.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery
Project ~~199-A~~

SANDY BOULEVARD-HALSEY STREET SECTION

OF 82ND AVENUE IN THE CITY OF PORTLAND

(Estimate as basis for project agreement. Based on low bid prices.)

~~(Estimate to accompany plans. Not as basis for project agreement)~~

January –, 1934.

Salem, Oregon, ~~December 27, 1933~~

NATIONAL RECOVERY MUNICIPAL PROJECT NO. NRM 199-A

(Sta. 0+61 to 65+50)

400	cu. yds.	Trench Excavation	0.75	$1.00	$ 400.00	300.00
6,300	" "	Excavation, Single Classification	0.20	0.40	2,520.00	1,260.00
6,300	yd. mi.	Truck Haul	0.15	0.20	1,260.00	945.00
1,790	sq. yds.	Removal of Old Pavement	0.30	0.50	895.00	537.00
500	lin. ft.	" " Curbs	0.05	0.20	100.00	25.00
2	only	" " Inlets	2.00	4.00	8.00	4.00
1,600	lin. ft.	8" Drain Pipe	0.30	0.60	960.00	480.00
100	" "	Salvaging Drain Pipe	0.30	0.30	30.00	30.00
10	only	Concrete Catch Inlets	15.00	35.00	350.00	150.00
10,980	lin. ft.	" Curbs	0.40	0.70	7,686.00	4,392.00
800	sq. yds.	" Sidewalks	1.35	1.30	1,040.00	1,080.00
14,600	" "	Portland Cement Concrete Pavement	1.78	1.90	27,740.00	25,988.00
3,200	" "	" " " Base	1.71	2.00	6,400.00	5,472.00
1,840	lin. ft.	3/4" Expansion Joints	0.20	0.20	368.00	368.00
470	" "	½" " "	0.15	0.15	70.50	70.50
9,200	lin. ft.	Contraction Joints	0.04	0.05	460.00	368.00
1,370	only	Dowels	0.20	0.20	274.00	274.00
750	lbs.	Tie Bars & Reinforcement	0.06	0.06	45.00	45.00
470	cu. yds.	Sand Cushion	1.00	1.50	705.00	470.00
440	lin. ft.	Wood Header Blocks	0.10	0.15	66.00	44.00
1,380	tons	Class "A" Asphaltic Concrete	6.50	6.00	8,280.00	8,970.00
920	"	" "B" " "	6.50	6.00	5,520.00	5,980.00
14,780	sq. yds.	Surface Finish Coat	0.06	0.05	739.00	886.80
950	cu. yds.	Lower Course Shoulders	2.00	1.75	1,662.50	1,900.00
700	" "	Top " "	1.90	2.00	1,400.00	1,330.00
270	" "	3/4" - 0" Screenings	2.00	2.50	675.00	540.00
220	" "	Filler	0.50	0.50	110.00	110.00
220	yd. mi.	Hauling Filler	0.20	0.20	44.00	44.00
All Required		Adjustment of Water System (Force Account)			1,811.93	1,811.93
		Sub-total			$71,619.93	63,875.23
		10% Engr. & Cont.			7,161.99	6,387.52
		Total (NRM Project)			$78,781.92	70,262.75

139.15

NATIONAL RECOVERY HIGHWAY PROJECT NO. NRH 199-A

East One-half of Roadway (Sta. 4+92 to 15+60.1)

1,500	cu. yds.	Excavation, Single Classification	0.20	$0.40	$ 600.00	300.00
1,500	yd. mi.	Truck Haul	0.15	0.20	300.00	225.00
10	sq. yds.	Removal of Old Pavement	0.30	0.50	5.00	3.00
1,020	lin. ft.	Concrete Curbs	0.40	0.70	714.00	408.00
1,200	sq. yds.	Portland Cement Concrete Pavement	1.78	1.90	2,280.00	2,136.00
400	sq. yds.	Portland Cement Concrete Base	1.71	2.00	800.00	684.00
160	lin. ft.	3/4" Expansion Joints	0.20	0.20	32.00	32.00
30	" "	½" " "	0.15	0.15	4.50	4.50
800	" "	Contraction "	0.04	0.05	40.00	32.00
130	only	Dowels	0.20	0.20	26.00	26.00
250	lbs.	Tie Bars & Reinforcement	0.06	0.06	15.00	15.00
30	cu. yds.	Sand Cushion	1.00	1.50	45.00	30.00
60	lin. ft.	Wood Header Blocks	0.10	0.15	9.00	6.00
120	tons	Class "A" Asphaltic Concrete	6.50	6.00	720.00	780.00
80	"	" "B" " "	6.50	6.00	480.00	520.00
1,320	sq. yds.	Surface Finish Coat	0.06	0.05	66.00	79.20
150	cu. yds.	Lower Course Shoulders	2.00	1.75	262.50	300.00
100	" "	Top " "	1.90	2.00	200.00	190.00
30	" "	3/4" - 0" Screenings	2.00	2.50	75.00	60.00
30	" "	Filler	0.50	0.50	15.00	15.00
30	yd. mi.	Hauling Filler	0.20	0.20	6.00	6.00
		Sub-total			$6,695.00	5,851.70
		10% Engr. & Cont.			669.50	585.17
		Total (NRH Project)			$7,364.50	6,436.87
		Sub-total			$78,314.93	69,726.93
		10% Engr. & Cont.			7,831.49	6,972.69
		Total (All Work)			$86,146.42	76,699.62

Length 1.228 miles

Cost per mile ~~$70,151.80~~ 62,458.97

National Recovery Municipal Funds Requested	$78,781.92	70,262.75
" " Highway " "	7,364.50	6,436.87
	$86,146.42	76,699.62

(See next page

NRM 199 A

December 19, 1933

Ormond R. Bean
Commissioner of Public Works
City Hall
Portland, Oregon

Attention: Mr. Anderson

Dear Sir:

We are pleased to acknowledge receipt of your letter of December 12th, giving the estimates of cost made by the Bureau of Water Works for the adjustment of water pipe lines incidental to the proposed reconstruction work on 82nd Avenue.

Information comes to us from some source, that the Bureau of Water Works is unable to bear the expense of adjusting the pipe lines and that it expects that part of the work to be taken care of as a part of the project cost; also, that it insists on doing the work with its own forces. The federal regulations governing the work will permit the performance of the work by the Water Bureau, provided the work is done with labor obtained through the National Reemployment Service, provided the unskilled labor is paid a minimum of 55 cents per hour and skilled labor a minimum of 65 cents per hour, provided employment is limited to thirty hours per week, and provided the Water Bureau will furnish all equipment, tools and general supervision without charge.

The portion of the 82nd Avenue improvement that we are now interested in is only the portion between Sandy Boulevard and Halsey Street. For that portion, we will submit plans to the federal government within the next few days, but, before doing so, we must have a letter from the Water Bureau agreeing to adjust the water lines, hydrants, meters, etc., in accordance with the requirements above stated and giving an estimate of the cost of the work itemized to the extent of showing separately the costs of labor and materials and listing separately the major material items. The letter must set out specifically that the Bureau of Water Works will expect no compensation other than reimbursement at actual cost for such labor, materials and consumable supplies as are required in the performance of the work.

We are depending upon you to obtain such a letter for us before the end of the present week, if possible, as any further delay may make it impossible to secure federal approval of the project in time to receive bids on January 18th as is planned. Your assistance in this matter will be appreciated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Mr. F. D. Kasen

CITY OF PORTLAND
OREGON
DEPARTMENT OF PUBLIC WORKS
~~A. L. BARBUR, C[illegible]~~
O. LAURGAARD, CITY ENGINEER
ORMOND R. BEAN, COMMISSIONER

December 12, 1933

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: In re: S.E. and N.E. 82nd Ave. Water Bureau Estimate.

In the matter of the proposed improvement of N.E. and S.E. 82nd Avenue from the north to the south city limits, the Bureau of Water Works has prepared an estimated cost of its work which will be necessary in connection with aforesaid improvement. The following is the estimated cost by sections:

N.E. Sandy Blvd. to N.E. Halsey St.........	$2,003.06
N.E. Halsey St. to N.E. Glisan St..........	712.25
N.E. Glisan St. to E. Burnside St..........	684.75
E. Burnside St. to S.E. Stark St...........	398.75
S.E. Stark St. to S.E. Division St.........	1,243.00
S.E. Division St. to S.E. Powell Blvd......	181.50
S.E. Powell Blvd. to S.E. Holgate St.......	99.00
S.E. Holgate Blvd. to S.E. Foster Rd.......	737.00
S.E. Foster Rd. to S.E. Duke St............	786.50
S.E. Duke St. to S.E. Flavel St............	819.50
TOTAL	$7,665.31

Yours very truly,

ORMOND R. BEAN

COMMISSIONER OF PUBLIC WORKS

By L. G. Apperson
CHIEF, BUREAU OF CONSTRUCTION

REFERRED TO
[illegible]
[illegible] City Engineer
get [illegible]
estimate

JFB CH

CITY OF PORTLAND
OREGON
DEPARTMENT OF PUBLIC WORKS
[redacted]
O. LAURGAARD, CITY ENGINEER
ORMOND R. BEAN, COMMISSIONER

82nd Ave.
#142345

December 22, 1933

R. H. Baldock, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

In re: Relocation and changes of
water services, etc. on
82nd avenue

Dear Sir:-

In compliance with the request contained in your letter of December 19th, there is enclosed herewith copy of a letter from Ben S. Morrow, Engineer of the Water Bureau, giving an estimate of the labor and materials required in connection with the improvement of NE and SE 82nd avenue.

I trust this gives you the information desired.

Yours very truly,

Ormond R Bean

COMMISSIONER OF PUBLIC WORKS

G

CITY OF PORTLAND, OREGON
Department of Public
Utilities
Ralph C. Clyde, Commissioner

Bureau of Water Works
Engineers Office

December 21, 1933

Hon.Ormond R. Bean,
Commissioner of Public Works,
City of Portland, Oregon.

-ATTENTION: Mr. L. G. Apperson.

Dear Sir:-

COPY

This is to acknowledge receipt of a letter addressed to you, under date of December 19th, by R. H. Baldock, State Highway Engineer, regarding relocation and changes in water services, hydrants and distribution lines of the Water Bureau of the City of Portland, necessitated by the proposed improvement of N. E. 82ND AVENUE, from N.E. Sandy Blvd. to N.E. Halsey Street.

Since the Federal regulations will not permit of our reimbursement, we can do the work under the conditions stipulated in Mr. Baldock's letter.

If the required labor and materials will be furnished through the National Re-employment Service, the Water Bureau will furnish supervision, equipment and tools to perform the necessary work in advance of the proposed improvement.

Under such an arrangement the following is our estimate of the labor and materials required to be furnished by the C. W. A.

LABOR

1 Foreman	20 days	= 120 hrs.	@ $1.20	$ 144.00
2 Plumbers	20 "	= 240 "	@ 1.20	288.00
2 " Helpers	20 "	= 240 "	@ 0.80	192.00
10 Unskilled laborers	20 "	=1,200 "	@ 0.55	660.00
				$1284.00

MATERIALS

165 Ft.10" ID Steel Pipe	@ $2.25	$ 371.25	
8 Dresser Couplings	@ 3.60	28.80	
1 12x10 Patent tap & gate	@ 57.88	57.88	
1 12" I.B.B.M.Gate Valve	@ 34.00	34.00	
1 12" 22-1/2° Bend	@ 12.00	12.00	
1 12" 45° Bend	@ 12.00	12.00	
1 12"x10" C.I.Reducer	@ 12.00	12.00	
		$527.93	$ 527.93
TOTAL LABOR AND MATERIALS			$1811.93

COPY

The materials noted above, and a portion of the labor, are required for the relocation of the distribution line, occasioned by the construction of the proposed new N.E. Halsey St.Viaduct, the footings of the proposed viaduct necessitating such relocation. The remainder of the labor is required for the changes of 40 services and two (2) hydrants.

Yours very truly,

Ben S.Morrow

Engineer Water Bureau

BSM-S

CONTRACT#1589,

NRS 215-B Gooseneck Creek Bridge 1934

1589

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 5, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon USFA Project No. NRS 215-B, was made by a representative of this office on June 8th, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Asst. Highway Engineer

Fcr

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. NRS 215-B

POST OFFICE BUILDING
PORTLAND, OREG.

June 14, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Canfield
L. J. Canfield
Highway Engineer

Encls.

Iron

H4pr 19884

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-215, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 8th day of May, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 18th day of October, 1933, a project statement, which was approved by the Secretary on the 3rd day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 3rd day of January, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three thousand, seven hundred seventy-six and 30/100 dollars ($3,776.30) as the share of the United States payable under said act on account of Section B of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Bridge:
Between survey station 209+87 and survey station 210+50, all in the NW¼ of Section 25, T 6 S, R 6 W, W.M.,

, length 0.011 of a mile~~s~~ in Polk County, being Section B of Oregon U.S.Public Works project No. NRS-215, consisting of ~~miles of roadway and~~ one bridge~~s~~, ~~each~~ of more than 20 feet clear span, 0.011 of a mile in length, known locally as the Gooseneck Creek Bridge on the Dallas-Coast Highway.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 2 of said project shall not in any event exceed the sum of three thousand, seven hundred seventy-six and 30/100 dollars ($3,776.30), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible] is xxxx, the approved total estimated cost of Section 2 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
Acting Chief, Bureau of Public Roads

Form PR. 3 -Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRS-215-B. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $3,776.30 as the total estimated cost of said project, and the sum of $3,776.30 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible] pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 26 day of May, one thousand nine hundred and thirty-four

Secretary of Agriculture
~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By
Acting Chief, Bureau of Public Roads

#1589

215-B

June 6, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1589 for the construction of a bridge over Gooseneck Creek on the Dallas-Coast Secondary Highway in Polk County, has been completed by the contractors, Settergren Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after June 16, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $3,920.00 including the final payment. Of this amount $5.20 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1589

215-B

May 15, 1934

Mr. H. B. Glaisyer

Dear Sir:

For your information Settergren Bros. have completed their work on the Gooseneck Creek bridge, contract No. 1589, and we would be pleased to have you secure authorization from the commission to pay the final estimate on this job.

The work was completed on April 19, 1934.

Very truly yours,

O. A. Reeves

O. A. Reeves

JAG:DK

App'd by commission 5/16/34
H B Glaisyer

215-B

February 13, 1934

Settergren Bros.
5627 N. E. 26th Avenue
Portland, Oregon

Gentlemen:

We are forwarding today by express, for your records and files, an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over Gooseneck Creek on the Dallas-Coast Secondary Highway in Polk County.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 26, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 24, 1934, enclosing estimate as basis of project agreement for the Gooseneck Creek Bridge, Oregon U.S.Public Works project NRS 215-B.

We find the length of the project to be 0.011 mile. Please advise if this is not correct.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

January 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Gooseneck Creek Bridge, Project No. NRS 215-B. The estimate has been corrected in accord with the suggestion contained in your letter of January 3rd.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

C. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS 418-B

GOOSENECK CREEK BRIDGE ON THE

DALLAS-COAST HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1934

75	cu. yds.	Excavation	$ 2.50	$ 187.50
10	" "	Class "B" Concrete	25.60	256.00
32	" "	" "D" "	25.60	819.20
7,500	lbs.	Metal Reinforcement	0.055	412.50
12	M-FBM	Treated Lumber	95.50	1,146.00
134	lin. ft.	Composite Handrail	2.70	361.80
All Required		Remove old Bridge and Maint. Traffic		250.00
			Sub-total	$ 3,433.00
			10% Engr. & Cont.	343.30
			Total	$ 3,776.30

Length of Bridge 0.010 mile

National Recovery Secondary Highway Funds Requested $ 3,776.30

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

nro 215-R

January 20, 1934

Settergren Bros.
5627 N. E. 26th Ave.
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on January 18 for the construction of a bridge over Gooseneck Creek on the Dallas-Coast Secondary Highway at Buell in Polk County, and has awarded to you the contract for such work at your bid price of $3,433.00.

Please consider this letter as your authority and our request to commence immediate construction of this work.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Bridge Dept.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Public Works project NRS 215-B, bridge over Gooseneck Creek on the Dallas-Coast secondary highway at Buell, to Settergren Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

December 30, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Gooseneck Creek Bridge on the Dallas-Coast Highway Project No. NRS 215-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Secondary Hwy.
Project No. NRS 215-B

GOOSENECK CREEK BRIDGE ON THE

DALLAS-COAST HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

(Estimate to accompany plans. Not as basis for project agreement.)

1933

Salem, Oregon, December 30, 1933

78	cu. yds.	Excavation	$3.00	2.50	$ 234.00	187.50
10	" "	Class "B" Concrete	20.00	25.60	200.00	256.00
32	" "	" "D" "	22.00	25.60	704.00	819.20
7,500	lbs.	Metal Reinforcement	0.06	.055	450.00	412.50
12	M-FBM	Treated Lumber	85.00	95.50	1,020.00	1146.00
134	lin. ft.	Composite Handrail	3.00	2.70	402.00	361.80
All Required		Remove old Bridge and Maint. Traffic			500.00	250.00
		Sub-total			$3,510.00	$3433.00
		10% Engr. & Cont.			351.00	343.30
		Total			$3,861.00	$3776.30

Length of Bridge 0.007 mile 0.010

National Recovery Secondary Highway Funds Requested $3,861.00 3776.30

State Funds [illegible] Chap. 11 Laws 1917 Chap. 31, Laws 1920 Chap. 248, Laws 1931
[illegible] Chap. [illegible] Laws [illegible] Chap. [illegible] Laws [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 3, 1934

RECEIVED
JAN 9 - 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon USPW project NRS 215-B, the Gooseneck Creek Bridge on the Dallas-Coast Highway, have today been recommended for approval. This is your authority for advertising.

The estimate submitted for this project shows 78 Cu.Yds. of excavation, while the proposal and summary sheet show 75 Cu.Yds.

In checking the length of this project we obtain 0.010 mile instead of 0.007 mile as shown on the estimate.

Will you please make the necessary corrections when submitting the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

215-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

December 26, 1933

RECEIV
DEC 27 193
OREGON
STATE HIGHWAY CO

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of two sets of plans covering Gooseneck Creek Bridge on The Dalles-Coast Highway.

We are unable to locate this proposed project on the approved program and as the Secondary program is overrunning the money set up, it would, of course be inadvisable to include new projects. If we are in error as to this project, please advise.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Advised Tom Davis
By telephone that
the bridge is called
"Bull Creek Bridge" in
program.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract number

Index:

INDEXING: Begins with: Contract # 1535, 1548 Ends with: Contract # 1589

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 17 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film MD5 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 24 day of March, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhodn

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract number

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Remarks:

Reel No. 17 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film MD5 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 24 day of March, 1980 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden